

A.B.A.T.E. of
*Dedicated to
Freedom of the Road!*



Oregon, Inc.
*Let Those Who
Ride Decide!*

MARCH 1992 NEWSLETTER - edited by Donna Adkins, N.E. Portland Chapter

The bill to have May proclaimed as National Motorcycle Awareness Month ran out of time in '91 in the House of Representative and did not even get a vote for lack of enough co-sponsors. It would be a good idea to begin a push toward getting our Representatives to sign on early in this '92 session.

This measure was introduced by Representative Andy Ireland (R-FL) and is **House Joint Resolution 107**. It takes 218 co-sponsors to move such a bill in the House.

When you write, ask our representatives to join in the effort to designate **May 1992 Motorcycle Awareness Month**. You might mention that such a designation would allow us all to push **TEAM Oregon Motorcycle Safety Classes** early in the year and will do good for getting the courses filled and maybe more scheduled.

It will also help with the yearly push to get motorists to look out for cyclists on the highway. It would be real boost to safety for motorcyclists.

We know that Bob Smith and Mike Kopetski already have signed on and support this Resolution.

Please write to the other Representatives on **page 36** and ask that they join Smith and Kopetski and all of us in seeing Motorcycle Safety become an **Nationwide Issue** for May 1992 and forever. **END**

THE PRIMARIES ARE COMING ...

*What are you
going to do?*

**Exercise your
rights!!!**

Get involved!!!

**Make sure you are registered to VOTE
and then DO IT!!!!**

WHY ADVERTISE IN THE ABATE NEWSLETTER?

ABATE of Oregon has over 1,000 members across the State to which newsletters are mailed the first week of every month. In addition, many members have family memberships, which means that the majority of newsletters are read by more than one person.

Our advertising rates are set to allow you the maximum amount of flexibility in purchasing advertising space in our newsletter, and we sell space on a quarterly, half-yearly or yearly basis. Our rates are listed as follows:

BUSINESS CARD	\$ 25.00 - 3 months
SIZE:	\$ 45.00 - 6 months
	\$ 75.00 - 12 months
1/2 PAGE:	\$ 67.00 - 3 months
	\$127.00 - 6 months
	\$200.00 - 12 months
1/4 PAGE:	\$ 44.00 - 3 months
	\$ 80.00 - 6 months
	\$133.00 - 12 months
FULL PAGE:	\$113.00 - 3 months
	\$213.00 - 6 months
	\$333.00 - 12 months

To allow even more flexibility, your advertisement may be changed each month for the duration of your purchased time. For example, if you run a business card size ad for three months, you can submit three business cards offering month long or limited time specials. Should you purchase ad space for a year, you could change your ad 12 times!!! Advertising copy **MUST BE SUBMITTED BY THE 15TH OF EACH MONTH** in order to appear the following month in the Newsletter and **MUST BE CAMERA READY**. To order your ad in our widely read Newsletter, please submit the following information: Firm's name, address, telephone number, city, ZIP code, size of advertisement, time to run, state whether you want the same ad or a different ad copy each month, and name and title of person placing ad. Send it and your first month's ad copy, prepaid to:

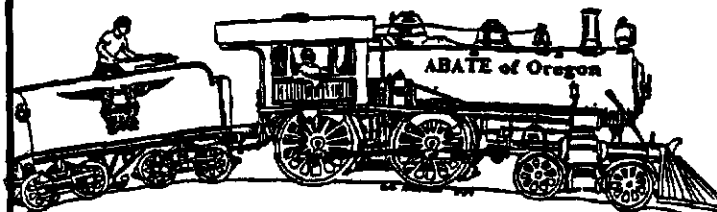
ABATE of Oregon, Inc., P.O. Box 4504, Portland, OR 97208
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Actions Printers, Inc., 3747 N.E. Sandy Blvd., Portland, OR 97232

Seminar To Educate And Motivate S.T.E.A.M.



GETTING ON TRACK.

April 18, 1992

Saturday, 11am to 7pm

CHEMEKETA COMMUNITY COLLEGE

**GUEST SPEAKERS
PLUS 9 WORKSHOPS:**

Chapter Coordinator & Assistant Coordinator
Secretaries
Membership Secretaries
Treasurers
Legislative Officers
Education Directors
Ways & Means Officers
Sergeant-At-Arms
State Representative

MAIL REGISTRATION FORM TO:

A.B.A.T.E. of Oregon, Inc.
Roger Hendricks
P.O. Box 4504
Portland, Oregon 97208
(503) 295-4329

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COORDINATOR'S CORNER

Attention all members

When you receive a phone call from your Membership Secretary regarding an alert from the Phone Tree to contact your U.S. Senator or U.S. Congressman, your State Senators or State Representatives, it is very important that you act on it immediately.

I realize that these phone calls cost money, but not more than a six pack. Freedom is not cheap.

It is everyone's responsibility to protect their freedom and lifestyles and sitting around waiting for somebody else to do it for you is not protecting it. We had an opportunity to act on Bills HR 4207 and S 2204. We could have and should have made a bigger difference. This was a big opportunity. Be informed. Attend your Chapter Meetings. If there is something you do not understand, please call me. If I don't have the answer I will get it for you. If it pertains to legislation, contact your State ABATE Legislative Director, Steve Dodds at 1-472-8885.

Remember, May 19th is primary elections time. Be sure you are a registered voter. If you have moved you need to re-register. If you've married you need to re-register. If you have not voted in the last two years you need to re-register. If you think that you will get out of Jury Duty by not registering to vote, you've been misinformed. They also print names from your driver's licenses.

Your vote might be the one that decides our freedom.

Get to know your candidates. Attend the Town Meetings. Invite them to your Chapter Meetings. Find out what they are all about.

Get involved while you still have the right to.

For every man and every woman there comes a time in life when freedom of choice hinges on a decision.

Are you ready for a change in direction? Are you at that turning point now? If so, act today and protect your lifestyle.

**Exercise your rights,
Rotten Roger
State Coordinator**

NOTICE: Copies of chapter minutes are to be sent to the State Coordinator within one week of the meeting. This is your Chapter's monthly communication. Please send to: State Coordinator, Roger Hendricks, P.O. Box 4504, Portland, Or 97208.

ABATE OF OREGON STATE OFFICERS AS OF FEBRUARY 3, 1992

COORDINATOR

Rotten Roger Hendricks
285-4329

MEMBERSHIP SECRETARY

Carolyn "Mother" Meerzo
255-7793

ABATE PRODUCTS DIRECTOR

Angle Jensen
285-4329

FIRST VICE COORDINATOR

Tony Franklin
774-7076

LEGISLATIVE DIRECTOR

Steve Dodds
472-8885

PUBLIC RELATIONS

Rich Benson
232-9277

SECOND VICE COORDINATOR

Captain Guy Putman
648-9311

EDUCATION DIRECTOR

Mel Yeager
363-1697

STATE RUN COORDINATOR

Rotten Roger Hendricks
285-4329

SECRETARY

Lois Gleason
775-4593

SERGEANT-AT-ARMS I

Tim Maley
673-2807

HISTORIAN

Larry Burrows
735-0265

TREASURER

Joy Hoover
672-5415

SERGEANT-AT-ARMS II

Open

WAYS & MEANS DIRECTOR

Kraig Markusen
876-5135

NEWSLETTER EDITOR

Donna Adkins
256-2713



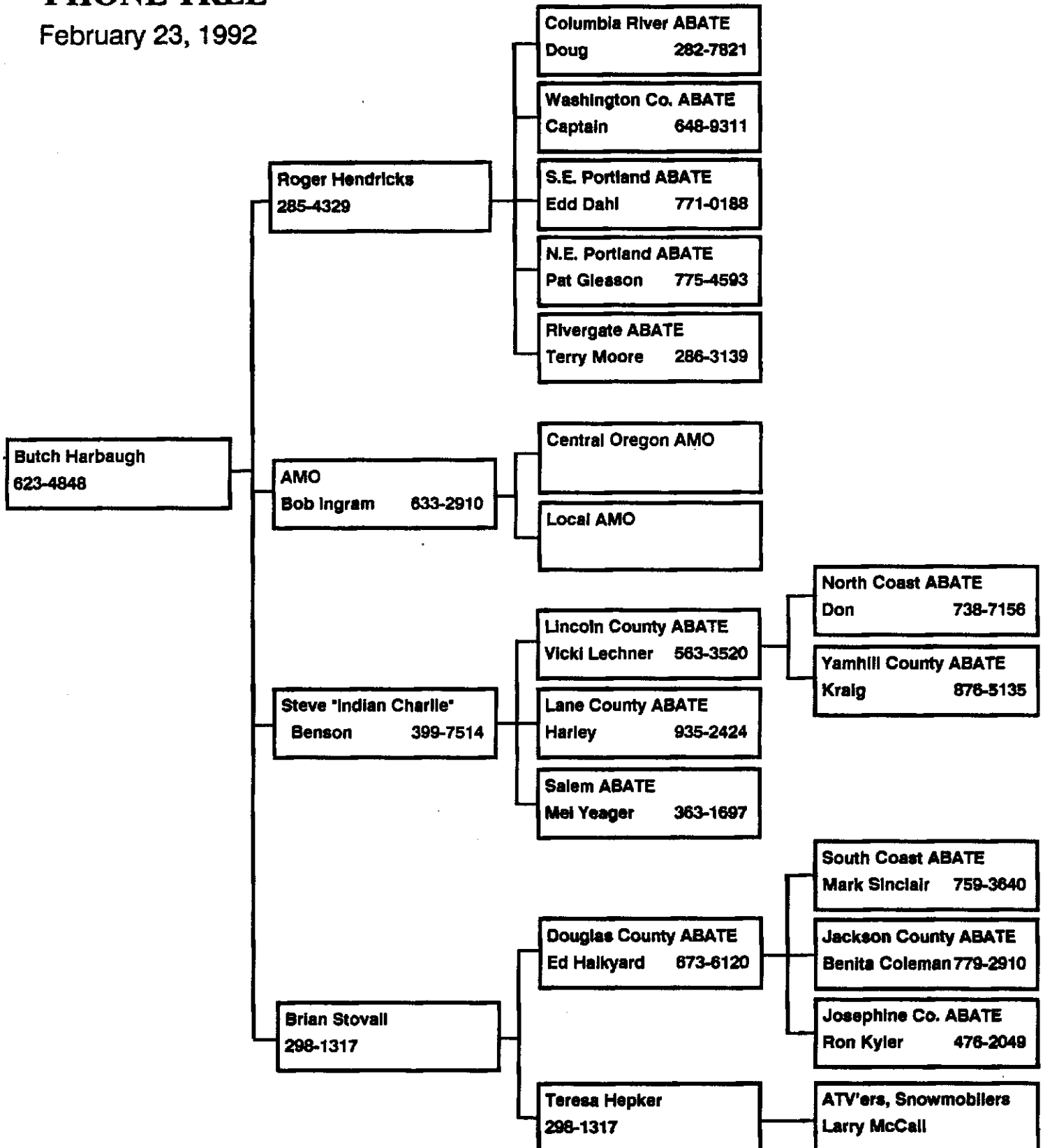
A.B.A.T.E. of Oregon, Inc.

P.O. Box 4504
Portland, Oregon 97208

Dedicated to Freedom of the Road.

PHONE TREE

February 23, 1992



A.B.A.T.E. of Oregon, Inc., STATE BOARD MEETING

February 8, 1992 Minutes

The meeting was called to order at 1:00 p.m. by Coordinator Rotten Roger at Bowling Green in Cottage Grove.

Roger introduced all officers who were present and then we had chapter roll call.

After Roger read the letters from ABATE of FLORIDA and Pennsylvania he introduced Brian Stovall of Bike PAC of Oregon and MRF. Brian's report consisted of Federal Bill SB 2204 for our awareness (the only information at this time was that it concerned language change), also of accusations of Gus Haag and the possibility of theft of money and or items belonging to the MRF organization and of Teresa's nomination for a position with the Oregon Traffic Safety Commission. Congratulations and all of our best wishes and regards were sent to Teresa with Brian.

He addressed a portion of the voting process to us and why it appears a politician is voting opposite of how he believes. They aren't just voting on a small paragraph but possibly a 4 or 5 hundred page document.

Before he left he reminded us that each one of us has the capability to help promote biking by helping at ranges and getting involved with Team Oregon for example. (They usually are in need of a few volunteers and what better way to practice what we preach about education!!!! A challenge was made to all chapters to get involved in the Team Oregon classes.

Roll Call:

Columbia River-1	NE Portland-2
Douglas County-2	North Coast-2
Indian Creek-1	Rivergate-
Jackson County-	Salem-2
Josephine County-2	SE Portland-2
Lane County-2	Washington County-2
Lincoln County-2	Yamhill County-2

The minutes of the January '92 meeting were approved as read.

REPORTS:

Vice Coordinator: Captains' report was about improving our credibility, image and citizenship (e.g. registering to vote, getting endorsements to ride, taking the ERC and showing more responsibility concerning drinking and driving). He would also like to see communication on all levels improve which includes seeing more interaction among individuals, officers, chapters and organizations.

Public Relations: Rich discussed the upcoming May Awareness rallies and suggested that you work with your speakers as far as agendas and speaking time. Work with them & their agenda because they are usually making the time to be with us and have other engagements.

Rich is requesting information from all chapters on their charity events (how much earned for the charity, what kind of event it was, how it was received). These are good PR tools and Rich would like to use them for us.

He also talked of the cable classes some of our members are taking. Our people will have access to the equipment and can use it to video our good works. (Tree planting, toy runs, etc.)

State Run Coordinator: Roger reported We got the 1,000 posters from Budd and Roger expects to start receiving them about the 1st of March. Fossil tickets are on sale, toilets have been taken care of, concessions need to see Angie, the T shirt drawing will be voted on at the next board meeting garbage was a LARGE topic of concern. Chapter reps have a list of Fossil needs which include paramedics, nurses, carpenters aids to help Rusty and more. Fossil tickets and/or the money need to be returned to Lois at the May Board meeting. (Don't forget, it's the ticket, the money or your life!!!!)

During the Fossil report we discussed the beer booth, servers and third party liability.

The "ROADS TO FOSSIL" poker run was discussed and explained. Don't forget to buy your book and join us on a fun run. Tees will be sold to run participants only. See your chapter reps for more information!!!

Education Director: Mel will be following up on letters he previously sent out and talked about May Awareness. When he discussed the "blackmail law" he mentioned that if we didn't have the seatbelt or helmet laws we would be penalized but that the money that would go toward education would be quite substantial. We wouldn't really lose the money, just shuffle it around.

Legislative Director: Touching on blackmail Steve made mention that blackmail implies intimidation and extortion threatens with violence. He gave a breakdown of dollars voted for spending and reminded people to re-register from time to time. His **PROJECT VOTE FREEDOM** will be mailed out to coordinators and legislative officers. It's partly tongue-in-cheek where the candidate will fall. Steve is requesting comments and suggestions to be returned to him from chapters and individuals because he would like to formulate a good tool for all of us to use when we are polling our legislators/candidates who are running for offices on both local and state levels. He also feels that we have individuals in our organization who should be running for offices. Teresa is a model example for all of us.

Membership: Carolyn reported that we have 1047 members now. Current membership totals by chapter:

Columbia River	42
Douglas County	107
Indian Creek	59
Jackson County	102
Josephine County	75
Lane County	69
Lincoln County	94
NE Portland	143
North Coast	31
Rivergate	13
Salem	107
SE Portland	118
Washington County	64
Yamhill County	23

Mother enclosed a handout in the rep packets concerning how she does her job. She feels this will answer some of the questions that come up about membership and expirations.

Newsletter Editor: Donna is out househunting!!!!

ABATE Products Director: Angie said don't forget, ABATE hats for \$5.

Concessions are reminded to get with her when they know their plans (free enterprises will be charged \$100 plus entry fee, chapters will pay 25% of their profit), tickets for the EMT "jacket raffle" are \$2 each or 3 for \$5, size or product can be exchanged through the dealer.

Ways and Means Director: Kraig reported the coloring books will be available at break or after the meeting. (Price \$2)

Historian: Larry is requesting pictures and fliers of events and please don't forget to identify who and what. Would especially like to see a few toy run pictures appear.

Treasurer: Joy reported that through 2/07/92 we have a grand total of \$7354.04.

Checking:	2209.44
Savings:	4730.48
Postal:	414.12

Chapter Highlights:

All chapters reported of dances, fund raisers for individuals and rider education, anniversary parties (chapter), casino nights and preparations for BEST of the WEST and May Awareness.

50-50 Drawing: The winners were Mike of Lane County (25.50), Carolyn and Mike (YES, AGAIN!!) who each won a pitcher of beer.

Old Business:

Freedom Pins: A discussion was held about the pins and resulted in a motion that was made and passed to rescind our previous motion to buy pins. Several of our members have button making machines and will be making the freedom pins. They will be sold to all and will be made according to the sample provided.

OSA: No answer back yet

BEST of the WEST: A motion was made, seconded and passed "to authorize the cost of sending two persons to the Best of the West in Denver, Colorado in March 1992" with the cost being \$814 which will include airfare, room and registration. (no oppose, 3 abstains) Columbia River donated \$50 to the state to help pay for sending people to the meeting. Rich Benson will be one of the people to go. The other person will be determined later.

STEAM: Roger put a copy of the flier from our previous "STEAM" in the rep packets so they would get a better idea of what it is. Roger will try to get Chemeketa Community College for our use in the upcoming event. Don't forget that this is for anyone who wants to learn and get involved. We need new and fresh perspectives.

Storage place: not secured at this time

New Business:

Sgt of Arms #2 no volunteers. Please go back to your chapters and ask for volunteers.

Drunk Rider Transportation: Rich feels we should be looking at this on a local level and possibly incorporate it onto our road list. A number of groups (MADD and towing companies e.g.) may work with us on getting rides home so those who do drink have an option

other than riding unsafely or leaving their machines somewhere other than home.

Steve would like to have us think about getting ABATE property. Questions of insurance, liability etc. reminded us that we need to really check into our facts and laws while we are doing this thinking.

A question was brought up about having another state run. This resulted in a motion that "State Run Coordinator start plans for a 2nd State Run to be in October. It was seconded and passed.

Announcements:

Bike PAC meeting 2-9-92, noon, Main Street Pizza, W.Linn

BEST of the WEST will be in Denver, Colorado, March 27-29, 1992.

The meeting was adjourned at 4:35.

Respectfully submitted,
Lois Gleason
Secretary

DRIVER'S LICENSES DON'T LET YOU RIDE MOTORCYCLES

YOU MUST HAVE AN ENDORSEMENT TO
LEGALLY OPERATE A MOTORCYCLE.
GET AN ENDORSEMENT TO RIDE!

Motorcycling, as other sports, is coming under increasing fire from the insurance industry, government agencies and a well-meaning but misinformed public.

The voice of an individual is small, and easily ignored - but many individuals joining together in political action can generate a voice that is big enough to be heard.

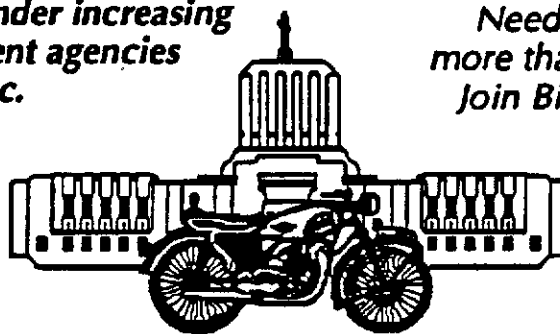
BikePAC of Oregon is the only political action committee that represents motorcycling interests in Oregon, dedicated to enhancing the sport of motorcycling through responsible legislation and safety, education and public awareness programs.

Whether you ride occasionally or as a way of life, on the street or in the dirt, on two, three or four wheels, BikePAC is your voice in the legislature. Together, we can make a difference.

***YOUR FINANCIAL SUPPORT IS CRUCIAL.
Group/Business Memberships available.***

PAC memberships/contributions (up to \$50 per person per year) are eligible for deduction from your Oregon State Tax Return as a Political Tax Credit.

*Needed now
more than ever.
Join BikePAC.*



BikePAC of Oregon

P.O. Box 5612 • Salem, Oregon 97304

Brian Stovall
Executive Director
(503)298-1317

Butch Harbaugh
Legislative Director

Steve Benson
Secretary/Treasurer
(503)363-6108

☐ I'm ready to join! I enclose ☐ \$10 (single member) ☐ \$15 (couple).

☐ Please send more information about BikePAC of Oregon.

Name

2nd Name (couple)

Address

City State Zip

CHAPTER REPORTS

COLUMBIA RIVER

Meets 2nd & 4th Sundays, 12:00 noon
Cactus Club & Diner, 8131 N. Denver, Portland
Chapter Address: P.O. Box 11817, Portland, OR 97211
Chapter Contact: Angie, 285-4329

Hello again from Columbia River Chapter. It seems like just yesterday I was talking to you all about our Valentine's Party.

I missed being here. I had to travel to L.A., but I understand it was a nice party. Thanks Marilyn and all the people that stopped in to help her. Sure appreciate it very much. Do hope all that joined had a wonderful time. Thanks.

Now we start working on our Run To The Sun coming up in June. Look for our fliers soon.

Well, we have restarted our incentive program for our membership drive where we take in \$1.00 from each member, call out the members number of our Membership printout and Carmen Ashpool, you lost out on the money bag but it rolls over to the next meeting and another name or the same one, no one knows, gets another chance at yet more money. So come out to your meetings. We sure are growing and getting stronger. Our Chapter is a small one with a very small bank account and we were able to donate to the State \$50 because we won't be able to send anyone from our Chapter to represent us at the Best Of The West in Denver, Colorado, but we sure would like to help pay towards someone else going. Isn't that what were all about? To help each other and to learn to have better understanding of our organization. So if there are Chapters out there that could do the same I'm sure the State Treasurer could tell us we could use it. There are Chapters that can afford to send a person or two. That's great. The more reports that come back the more knowledge for us all.

Well, I hope to see a lot of you at the State Poker Chip Run, March 21. Come out and join us & have fun.

Adios,
Angie

DOUGLAS COUNTY

Meets 3rd Sunday at 11:00 a.m.
Round Table Pizza, Roseburg Valley Mall, Roseburg
Chapter Address: P.O. Box 61, Roseburg, OR 97470
Chapter Contact: Joy Hoover

No report. First time.

JACKSON COUNTY

Meets 1st & 3rd Sundays, 11 a.m.
Angelo's Pizza, Phoenix (Call Frank at 535-6537
or Chris at 776-9824)
Chapter Address: P.O. Box 1184, Medford, OR 97501
Chapter Contact: Peter Karpa, 776-4558
or Paul Warrender, 772-7344

No report. First time.

REMEMBER ...
Freedom Isn't Free.
Write to your legislator.
It's a small price to pay.

JOSEPHINE COUNTY

Meets 1st Sunday at 6pm, 3rd Sunday at 11am
Fatte's Pizza, 7th & Hillcrest
Chapter Address: P.O. Box 2031, Grants Pass, OR 97526
Chapter Contact: Sheree, 471-1642 or Ron Kyler, 476-2049

Josephine County held it's Officer elections in November. Unfortunately the end of 1991 has proved to be a chaotic one. However, 1992 shows promise of better organization, and hopefully the growth of our Chapter. We have a new Coordinator, Ron Kyler. We are all looking forward to working with Ron to make our endeavors successful ones.

We held our 1st Annual Polar Bear Poker Run on January 18th. We ran a 40 mile route in beautiful Autumn sunshine, and ended it at Cody's Place with a hot chili feed. We had an excellent turnout for the first event of the new season. Thanks to all those who helped out and those who showed up to ride.

We are putting on a Leap Year Casino Night on February 29th at Cody's Place. There will be an auction to follow at 10:30. Fliers are being distributed so watch for them. We promise a good time.

We are looking forward to a productive year in '92. Our meeting times and dates changed to the following: 1st Saturday of the month Fatte's Pizza on 7th & Hillcrest at 6pm. 3rd Sunday of the month at 11am at Fatte's Pizza. New contact numbers for Chapter - Sheree at 471-1642 or Ron at 476-2049.

Our list of new Officers follows:

Coordinator	.....	Ron Kyler
Vice Coordinator	.....	Christine Gardner
Secretary	.....	Jerilyn Fish
Treasurer	.....	Mary Freisen
State Reps.	.....	Ron Kyler & Jerry Morgan
Sgt-At-Arms	.....	Jerry Morgan
Way's & Means	.....	Ron Kyler & Jerry Morgan
Legislative Director	.....	Ron Kyler
Education Director	.....	Pat Allen
Public Relations	.....	Jerilyn Fish
Membership Secretary	.....	Sheree Morgan
Historian	.....	Bev Goldfarb

New contact numbers for Chapter:

Sheree Morgan	.....	471-1642
Ron Kyler	.....	476-2049

Hope you spent Valentine's Day with someone you Love!!

Jerilyn

LANE COUNTY

Meets 1st Sunday, 12:00 noon
Abby's Pizza, 1976 Echo Hollow Road, Eugene
Chapter Address: 2175 City View, Eugene, OR 97405
Chapter Contact: Archie, 324-7724 or Bob, 461-0873

Hi everyone.

Here in Lane County we've been busy with organizing fund raisers for Lana Little's Liver Transplant, TEAM Oregon funding and Chapter funds.

We've had a larger turnout at our meetings, which means more members are becoming active members.

Archie asked our Chapter a question and I'm going to pass it on to you all to see if we can get it answered.

"Where and when did it originate to wear your vest on the outside of your leather jacket?"

Kraig came to our meeting and informed us on the "Roads to Fossil Poker Run '92."

As bikers, once again, we are being discriminated against. In Florence, during the Rhody Fest, there will be no Motels available to anyone who rides a motorcycle.

Take it easy,
Gina

LINCOLN COUNTY

Meets 1st & 3rd Fridays, 7:30 p.m.
Moby Dick's Restaurant, Newport
Chapter Address: P.O. Box 665, Newport, OR 97365
Chapter Contact: Vicki Lechner, 563-3520

Hi again, from the beautiful sunny central Oregon Coast. The weather has been great for riding, sunny and warm. It's really hard to believe that we're in the middle of our winter season. Believe me we're not complaining - it's great.

By the time this appears in the newsletter we will have had our Anniversary Party and I'm sure we all had a really great time - we always do! Will report on the Anniversary Party in the next newsletter.

Not too much going on with our Chapter. The only project we have in the works is a fencing project for the Girl Scouts. We're to move 260' of chain link fence from one site to another. Should be interesting. A date for the work party hasn't been set yet.

It would be nice to see some of our North County members at the meetings. Hope they can make it down soon.

Until next time,
Ride Safe, Brenda

NORTH COAST ABATE

Meets 1st Sunday, 12 Noon
Pizza Harbour, Seaside
Chapter Address: P.O. Box 468, Seaside, OR 97138
Chapter Contact: Don Smack, 738-7156

No report. First time.

N.E. PORTLAND

Meets 1st & 3rd Wednesday, 7:30 p.m.
Round Table Pizza, 4141 N.E. 122nd, Portland
Chapter Address: P.O. Box 5792, Portland, OR 97228
Chapter Contact: Pat Gleason, 775-4593

This is March and I'm right on time, second time around is not so bad. Spring is here and the classes have sprung, have you taken your class or at least signed up for one yet, remember that Mel has challenged all chapters to 100% participation, if you have taken your class turn yourself in to your chapter education officer. If you belong to NE chapter get your name to Pat. NE and SE chapter signed up together and had the class brought to them on Feb 29th and March 1st. Look in the April newsletter for a complete report on all the fun. The new officers are working together well this year, things are getting organized. NE chapter is working with all the portland chapters to get the May Rally together, so far about 10 speakers. Plan to come for the MYSTERY RIDE following the rally. Our family picnic is almost here and it looks like it will be a lot better than last year- we will have cook yourself dogs and pot luck on the rest, we hope to see a lot more members and their families come out of hiding for this 2nd annual event. St. Patty's day is now-- may the luck of the Irish rise to meet you on the road. Some of our members have been taking local cable access classes so be prepared to see some of our events on the telly soon. This is an election year, have

you checked out the people in your district, we need to know and support the candidates who are going to help us in our plight for freedom. This is swap meet season, the parties are starting and we have lots of legislative information so come to a meeting and get involved.

• NEW CHAPTER • NEW CHAPTER •

RIVERGATE

Meets 1st and 3rd Sundays, 1:00 p.m.
St. Johns Pietro's, 3011 N. Lombard, Portland
Chapters Address: 630 N.E. Marine Drive, Suite 154,
Portland, OR 97211
Chapter Contact: Terry, 283-4090

No report. First time.

• WELCOME TO YOU ALL
WE'RE HAPPY TO HAVE YOU JOIN US!!! •

SALEM

Meets 2nd & 4th Mondays, 7:00 p.m.
Casey's Pizza, 4500 S. Commercial
(Call 581-3138 or 362-1891 for info.)
Chapter Address: P.O. Box 13957, Salem, OR 97309
Chapter Contact: Dave Beck, 581-3138

Well hi folks.

This is my first go at this so bare with me!

Salem Chapter is real busy already this year. We've got a lot of things brewing in the pot. On Saturday, March 21st from 11am-4pm, we will be having our 2nd Annual Spring Icebreaker hosted by us, AMO, HOG and OVMA at Minto Brown Island Park (fliers are already out and hopefully available).

On March 7th we're having a Casino Night/Broom Stick Pool Tournament. It will be at Mickies Tavern in Salem, starting at 1pm. Potluck will be served. Then on May 3, we're having our 3rd Annual Bike Show with a Motorcycle Awareness Rally at the Capital to start at 11am and go until 12pm. Afterwards we're on to our Bike Show at Mickies Tavern. Entries are from 12pm to 1pm with judging from 2pm to 4pm. Awards at 5pm. Vendors are welcome. For more information call Chet at 393-5226 or Dave at 581-3138.

Now for a more personal note. We the Salem Chapter of ABATE would like to express our sincere apologies to Sharon Yeager for neglecting to mention her important position as our State Rep. In the past newsletter and articles in local newspapers. You along with every member of our Chapter are a vital part of what we are and what we together can accomplish in the future.

Until next time,
Tracy

**YOUR ADVERTISEMENT
WOULD FIT HERE.
\$25.00 FOR 3 MONTHS.
(Business card size.)**

GIVE US A TRY!

● NEW CHAPTER ● NEW CHAPTER ●

SOUTH COAST

Meets 2nd Sunday, 11am

Gino's Pizza, 1324 Virginia Street, North Bend
Chapter Address: P.O. Box 222, Lakeside, OR 97449
Chapter Contact: Tony & Vikki Haines, 759-4961

South Coast Chapter of ABATE has been formed. We had over 50 persons show up at Gino's Pizza. Quite impressive! We signed "44" new members and elected our officers. We wish to thank Douglas County for their help and support. A special thank you to Rotten Roger for all his time. Input from any Chapter would be welcomed.

Sincerely,
Tony & Vikki Haines

● WELCOME TO EVERYONE AT SOUTH COAST
WE'RE HAPPY TO HAVE YOU ABOARD!! ●

S.E. PORTLAND

Meets 1st & 3rd Sundays, 12 Noon

The Pizza Baron, S.E. 122nd & Division, Portland
Chapter Address: P.O. Box 66582, Portland, OR 97290
Chapter Contact: Edd Dahl, 771-0188

Hi,

We had a speaker, Bill Spencer from Team Oregon come to a meeting. Team Oregon is a good deal, just might save your life (it did Mel's).

We're sending a rep to the Best Of The West. I look forward to hearing all about the information gathered there.

We're going to be participating in replacing some of the Elm trees that got sick a few years ago, March 21.

March 29th is going to be a fun filled day. 12 to 1:30 for the Poker Run sign in at the Pizza Baron, 122nd and Stark, followed by a chili feed and our Anniversary Party at the River Road House. \$5.00 for the whole thing. See ya there.

We have bought Jay Leno another year's membership.

May is MOTORCYCLE AWARENESS MONTH. There's going to be a rally downtown in the park blocks (between Main and Salmon). There is going to be some great speakers speaking out for motorcycles, 12 to 2pm. Following that there is the Annual BikePAC Meeting and from there a MYSTERY RIDE. Come down, and be counted.

S.E. would like to welcome all the Portland area Chapters that are joining the Shriners Toy Run. Come get on the planning committee.

We are still drawing member names at our meetings in the hopes whoever's name is drawn they'll be present and win \$\$'s. Franko and Kathy Blair both lost out.

I know this weather isn't like winter but remember maintenance is the 1st step to safety and dependability.

Elizabeth

WASHINGTON COUNTY

Meets 2nd & 4th Tuesdays, 8:00 p.m.

Little Italy Pizza, Cornelius
Chapter Address: P.O. Box 1353, Hillsboro, OR 97124
Chapter Contact: Paul, 693-0938 or Mitch, 648-9311

In January we had a Pool-Shoot at Joe's Pastime Tavern. We

had quite a few people show up. A lot of new comers and we really appreciate the support. It was a lot of fun and a real good time.

Next month (February) we're having our Season Opener Pool-Shoot at Sunset Saloon, off Hwy. 26, on February 22nd.

In March we will be having an Open House to the Public at Joe's Pastime Tavern, on Main Street in Hillsboro. Noon til 8:00 pm. Food and beverages available. Please come out and see all about our Chapter.

See Ya,
Punk

YAMHILL COUNTY

Meets 2nd Sunday, 3:00 p.m.

Cheese's Pizza, Lafayette
Chapter Address: P.O. Box 1179, McMinnville, OR 97128
Chapter Contact: Kralg, 876-5135

No report. Third time.

Carolyn "Mother" Meerzo State Membership Secretary

What I do as Membership Secretary and why. Answers to questions about this position.

WHY DO MEMBERSHIPS EXPIRE ON THE FIRST OF THE MONTH

Memberships expire on the last day of the month. For example, memberships expiring on 2/1/92 are good until the last day of February as passed by the State Board several years ago. This gives a member one full month to get their membership dues in before they miss a newsletter. If renewal dues are received on March 5 for the February expiration, that member will not receive a February newsletter.

WHY DON'T WE PRINT EXPIRING MEMBERS NAMES IN THE NEWSLETTER?

According to our Rules of Operation, the membership list is confidential. First this would breach the confidentiality of the membership. Second, it could be an embarrassment for someone who cannot afford dues at that particular time to have their name printed in the newsletter.

WHAT CAN WE DO ABOUT NOTIFYING MEMBERS THAT THEIR MEMBERSHIPS ARE ABOUT TO EXPIRE?

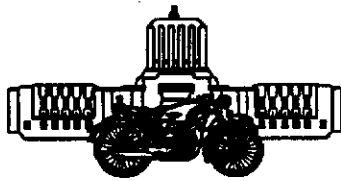
The new expiration notices will be back from the printers by the end of February and I will be sending out notices to all members. The notice is a two part envelope which they have merely to sign and send back with their money. This notice will be going out from two months to six weeks prior the expiration date.

Your chapter membership secretaries receive a printout of all members whose memberships have expired in the previous month and whose memberships will be expiring during the current month.

STARTING IN MARCH, ALL MEMBERS WILL BE NOTIFIED BY THE STATE SIX WEEKS TO TWO MONTHS PRIOR TO THEIR EXPIRATION DATE

After that it's up to your chapter membership secretaries to keep in touch with expiring members.

I am also planning to send out expiration notices and letters to as many expired members on the membership list as possible. Hopefully, this will clean up our membership list of bad addresses and will also get some of those members back who have just put off rejoining. **END**



BikePAC of Oregon

P.O. Box 5612 • Salem, OR 97304

Brian Stovall • 298-1317
Executive Director

Butch Harbaugh • 363-6106
Legislative Director

Steve Benson • 399-7514
Secretary/Treasurer

BikePAC Advisory Board Meeting Minutes February 9, 1992

Meeting was called to order at 12:10 p.m. at Main Street Pizza, West Linn. Present: Brian Stovall, Steve (Indian Charlie) Benson, Mel & Sharon Yeager, Rich Benson, Sam Hochberg, Teresa Hepker, Elizabeth Ekstrom, Dave Lofstedt. Minutes were read and approved. Treasurer's report was approved as read. No deposits were made. Expenses for January were \$119.00 leaving a balance of \$1,932.45.

Membership & Fund Raising

Jack has checked out bulk mailing requirements and has sent the forms to Charlie for completion.

Charlie has investigated the Justice Department rules for Bingo parlors and has found that BikePAC should easily qualify to use this game for fund raising. The basic license would allow BikePAC to earn up to \$70,000 per year, spending no more than 15% of gross income for overhead. Bingo operators may employ a manager at up to \$10 per hour and other employees at up to 150% of minimum wage. In order to qualify for the license, BikePAC must rent a facility and provide insurance (no "roving games" are allowed). Because furnishings, lights, etc., may require a large investment, it may be good to look for an established parlor willing to share space. Further research on possible locations is needed.

Charlie has sent away for equipment catalogs, and is checking with the Secretary of State to see if there are any other regulations we may need to observe. Teresa will try to obtain an address for the person who manages ABATE of North Dakota's gaming operations, who may be able to advise us on some of the pitfalls we may encounter in this project.

Video

Elizabeth Ekstrom of SE Portland ABATE reported that a number of their members are in the process of training with Portland Cable Access. Their goal is to help give the general public a better awareness of motorcycles and improve our public image. Mel Yeager and others are working with CCTV in Salem to receive similar training.

Federal Legislation

Two bills have been entered in the new Congress: S.2004 and its companion bill H.R.4207 both address repeal of the helmet-law blackmail portion of the 1991 Highway Act. Further reports will be forthcoming.

Mel Yeager and Steve Dodds have been investigating the financial impact of the '91 Highway Act on Oregon. They have been told by the Oregon comptroller Oregon receives an average of \$125 million per year from the Federal Highway Administration: one and a half percent of that amount would be \$1,875 million. (If Oregon did not already have helmet and seat belt laws, this is the amount of federal highway funds the state would be required to spend on highway safety. A certain amount of matching state funds would apparently be required as well.) Their investigation continues.

BEST of the West/Meeting of the Minds

It looks as though Oregon will be represented at BEST of the West by 13 individuals from around the state. The MRF has committed to covering expenses for Butch, Teresa and Brian up to \$500. Teresa is negotiating with them to increase that amount to completely cover the cost of Butch's airline ticket. BikePAC will fund additional expenses for the three up to \$250. Receipts will be

required.

The BikePAC board strongly recommends that Charlie try to set up his schedule so he can attend the Meeting of the Minds at the end of September.

Articles of Incorporation

Because he had to move unexpectedly, Charlie had to delay sending a letter to Executive Board Members to notify them of a proposal to amend the Articles of Incorporation (to comply with changes in state law) and to consider Executive Board membership status of Christ's Disciples M/C, who have not been participating in Advisory Board Meetings for a lengthy period of time. The letter will state that these items will be put on the April agenda.

Elections & Candidates

March 10 is the registration deadline for candidates in the May primary election. The finalized list will be available later that week, and Charlie will send a copy to Brian then. BikePAC intends to work up a list of standard questions to ask candidates in interviews, and begin to compile information that will be passed on to members and groups. Based on poor responses to our questionnaires in the last election, we will not attempt to do a mail-out questionnaire for this election. Since BikePAC is now an AMA affiliate, Charlie will request information from them as to how many AMA members are in Oregon and how we can best communicate with them.

Annual Meeting

The Annual Meeting will be held Saturday, May 2 at 2:30 p.m. at Main Street Pizza in West Linn. The starting time will be flexible in order to coordinate with ABATE's May Motorcycle Awareness Rally, which is scheduled for the Park Blocks in Portland at noon.

Announcements

Salem ABATE will sponsor a Motorcycle Awareness Rally on Sunday, May 3.

SE Portland ABATE members will go south to help Douglas County ABATE with a construction project at Camp Easter Seal in April. Donations of building materials are still needed; for details, contact Ed Halkyard in Roseburg at 673-6120. Transportation of materials can be arranged.

Rich Benson showed a poster produced by an organization in California called WAKE-UP. The photo showed two very large groups of riders, H-D crowd on one side and road-rocket crowd on the other, with representatives shaking hands over the phrase "On This We Must Agree." The subject: we must stick together to protect our rights.

Teresa Hepker has been suggested as a candidate for appointment to an open position on the Oregon Traffic Safety Commission.

NEXT MEETINGS

(at Main Street Pizza in West Linn)

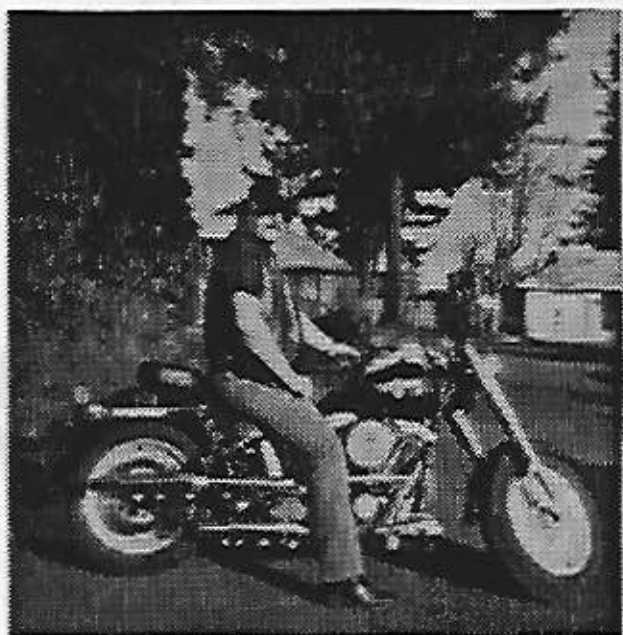
Sunday, March 8 - 12:00 Noon

Sunday, April 12 - 12:00 Noon

Saturday, May 2 - 2:30 p.m.

Meeting adjourned at 2:05 p.m.

AND THE WINNER IS ...



Dave McNiche of Gresham

We hope he thoroughly enjoys his new Harley and doesn't get too much of a complex from all of us who are "GREEN" with envy over his newly acquired ride.

Congratulations, Dave!!!!

MAY 3
Motorcycle Awareness Rallye at the Capital at 11:00 a.m.
Get it together and show off your stoke. Come Hog-out!

3rd Annual ABATE OF SALEM BIKE SHOW
at Mickie's Tavern 1897 S.E. 12th, Salem corner of Hoyt
Entries 12 a.m. to 1 p.m.
Judging 2 p.m. to 4 p.m.
Pot Luck Feed 3 p.m. on...
Info. Dave 581-3138
Chet 343-5226
Vendors Welcome, call for info.

CHAPLAIN'S CORNER

March 1992

For the last couple of months I have been laying the foundation for us to look at and understand some spiritual concepts. On New Year's Eve I went to a clubhouse party and while there got into an interesting and serious conversation with a couple of ladies. The talk centered around their childhood experiences and how they each felt it impacted on their current situation with husbands, and boyfriends and raising families. As this talk progressed I felt a real concern and interest on their part to explore and understand not only what was going on in their lives at the present time but also what direction they may go in the future, driven, so-to-speak, by events and circumstances of earlier years. As our conversation ended, they said they wished their other friends could have heard what I was telling them, especially the men in their lives. Since topics of this nature fit well into the spiritual realm of life and since, as a pastor, I often dealt with these situations over the years, I am going to devote some time to these situations in my column for the next couple of months.

Most people do not realize the terrible consequences that occur to children when the parent/child relationship is damaged or destroyed. The most critical or important of these is the father/daughter relationship. A home can be happy and prosperous with no marital problems and still produce problem children, especially girls. Numerous studies have shown that there is a definite pattern or relationship that MUST exist between father and daughter. When this pattern is altered or destroyed through neglect or abuse then the daughter's development WILL be altered in some way. The end result may be an otherwise beautiful woman who is unable to maintain a wholesome, happy life with a man. Even further compounding the problem is a husband or boyfriend who simply does NOT understand HOW to cope with their emotionally or physically battered mate even though they may be very much in love.

It has been my experience over the years that when a couple can UNDERSTAND the underlying problems then many times the relationship can survive. Men especially must be able to understand the emotional and psychological damage that their wife may have suffered and especially to realize the important part they play in their own daughters life.

Next month I will begin explaining in DETAIL what the all important part is for the father to play in the life of his children. You will be surprised guys, just how REALLY important you are. I will also give you guys some solid guidelines on how to help you deal with that special lady in your life that may have suffered some of the abuse mentioned earlier.

As always, I encourage comments and input to "Chaplain's Corner." If anyone wants to comment privately you may write to me: Preacher Jim, P.O. Box 20903, Portland, 97220

Later,
Preacher Jim

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_____	AYP2	Year Pin - 2 yr. member - blue	3.00	_____					
_____	AYP3	Year Pin - 3 yr. member - white	3.00	_____					
_____	AYP4	Year Pin - 4 yr. member - red/black	3.00	_____					
_____	AYP5	Year Pin - 5 yr. member - white/black	3.00	_____					
_____	AYP6	Year Pin - 6 yr. member - black/orange	3.00	_____					
_____	AYP7	Year Pin - 7 yr. member - black	3.00	_____					
_____	AYP8	Year Pin - 8 yr. member - dark blue	3.00	_____					
_____	AYP9	Year Pin - 9 yr. member - yellow	3.00	_____					
_____	AYP10	Year Pin - 10 yr. member - red/white/blue	3.25	_____					
_____	AYP11	Year Pin - 11 yr. member - purple/black	3.00	_____					
_____	AYP12	Year Pin - 12 yr. member - blue/red	3.00	_____					
_____	AYP13	Year Pin - 13 yr. member - green/black	3.00	_____					
_____	AYP14	Year Pin - 14 yr. member - black/red	3.00	_____					
_____	AYP15	Year Pin - 15 yr. member - gold/black	3.00	_____					
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_____	AYP17	Year Pin - 17 yr. member - copper/black	3.00	_____					
		ABATE PINS					STICKERS		
_____	ALAN	ABATE Anniversary Pin	3.25	_____		AWS-L	ABATE Wing Sticker - black/red (left side)	1.75	_____
_____	ALPIG	ABATE Logo Pin - gold	5.00	_____		AWS-R	ABATE Wing Sticker - black/red (right side)	1.75	_____
_____	ALPIS	ABATE Logo Pin - silver	5.00	_____		AFRS	ABATE Freedom Of The Road Sticker - large, inside, 5 color	2.50	_____
_____	ALPIP	ABATE Logo Pin - pewter	5.00	_____		AMS	ABATE #1 Membership Sticker- large, 5 color	2.25	_____
_____	AEPI5	ABATE Eagle Pin - large, silver	5.00	_____		HLS	HELMET LAWS SUCK Sticker - small .....	.50	_____
_____	AEPIG	ABATE Eagle Pin - large, gold	5.00	_____		HLSS	HELMET LAWS STILL SUCK Sticker - small .....	.50	_____
_____	AWP	ABATE Wing Pin - silver	5.00	_____		LTWRD	LET THOSE WHO RIDE DECIDE Sticker - small .....	.50	_____
_____	AWPG	ABATE Wing Pin - gold	5.00	_____		ACWS	Warning Sticker: This Bike Belongs To A Member of ABATE, Don't Mess With It	1.00	_____
_____	ASP	ABATE Supporter Pin	4.00	_____		HL5B	HELMET LAWS SUCK Bumper Sticker	1.00	_____
_____	AUWP	ABATE Uplifted Wing Pin - 5 color	4.00	_____		LTWRB	LET THOSE WHO RIDE DECIDE Bumper Sticker	1.00	_____
_____	ALOP	ABATE Oval Logo Pin - black/gold	4.00	_____		MIM	UNITED WE STAND, DIVIDED WE FALL Patch	4.00	_____
_____	A#1P	ABATE #1 Pin - small, 3 color	2.25	_____		MMOL	"LEGALIZE FREEDOM" Bumper Sticker	1.00	_____
		MISCELLANEOUS					SPECIAL ORDER ITEMS		
_____	AFRB	ABATE Freedom Of The Road Belt Buckle - pewter	15.00	_____		AMPI	ABATE Membership Patch w/Dedicated To Freedom Of The Road	4.00	_____
_____	AHAT	ABATE Logo Eagle Hat - black/5 color logo	5.50	_____		ANG	Year Bars (indicate year ____)	1.25	_____
_____	AHBS	ABATE Uplifted Wing Hat - black/silver logo	5.50	_____		CHPT	Chapter Rockers	3.25	_____
_____	AMUG	ABATE Ceramic Tankard - black .24kt gold, 16oz.	7.00	_____		CHOF	Chapter Officer Patches	3.25	_____
_____	ABI	LET THOSE WHO RIDE DECIDE Button - yellow/black .....	.75	_____			Courtesy Cards	50 for 1.00	_____
		JEWELRY					License Plate Frames - Cars w/Let Those Who Ride Decide	5.00	_____
_____	ALON	ABATE Logo Oval Necklace - black/gold	7.00	_____			License Plate Frames - Motorcycles w/Let Those Who Ride Decide	5.00	_____
_____	AER	ABATE Logo Oval Earrings - black/gold, pair	5.50	_____					
_____	AER-	Fossil Pin	3.75	_____					
		ABATE T-SHIRTS							
_____	AFRTS	ABATE T-Shirts	10.00	_____					
		Sm _____ Med _____ Lg _____		X-Lg _____					
_____	AFRTL	ABATE Sweatshirts	15.00	_____					
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CARE AND TRAINING OF LEGISLATORS AND EDITORS

by Bob Martin

The best defense is sometimes a good offense, and instead of screaming every time we get hit, it's time we started hitting them first. We've been pretty good at writing letters and reacting when they try to throw new legislation at us, but we're barely holding even now, and can expect renewed efforts to deny us our rights.

We have to study the enemy's goals and plans and work out our own strategies and tactics to cover every situation; we have to head them off at the pass. I used to hate those Western movies in which the hero had a chance to wipe out the villain at the beginning, but waited until his wife had been raped, his children killed, his home burned down and his horse stolen before riding into the bad guys' camp asking for a fair fight. Like the "Coward of the County" song, where the hero waits until his wife is gang-raped before he punches out the bad guys, heroes like that we can do without. Letting them take away our rights before hitting back is stupid.

First, assess the enemy and their goals. For everyone of us, there are hundreds of coting, letter-writing yuppies who feel morally obligated to rid society of dangerous things like guns and motorcycles. For them, security is more important than freedom, and security to many of them is a world where the only motorcycles are at places like Owls Head Museum. To others, the illusion of safety in wearing helmets seems a reasonable trade-off for the loss of freedom of choice, especially when it's someone else's freedom. The general public, who generally don't give a damn, are told that when bikers don't wear helmets, they have accidents and cost everybody oodles of money; to an uninformed public (including novelists), especially in a recession (sorry, George baby, an "economic downturn"), this is enough reason to clobber the bikers. Now both you and I know that even if we all wore helmets, even with a recently patented built-in stop light on the back it would save no additional lives, but just preaching to one another won't get us into Heaven, brother. It's THEM we have to convert.

Second, if everyone who has read this far will "Adopt" an editor, a reporter, or a legislator and personally try to educate them, we'll keep up the momentum we've started. Many are actually trainable and a surprising number are reasonable, even if you wouldn't want them hanging around your own pets. Shower those who do well with letters and telephone calls (it's known as "positive reinforcement", like patting your dog on the head for doing something good); don't just assume that because they did well once that they will always agree with us. For those who sin against us, write and call, but remember to be polite. Writing "Dear dipstick of a Representative, your recent vote on H.R. 2950 proves that a fresh cowlop has more brain power than you have ..." may make you feel better, but it won't change his mind. If the jerk can't or won't learn, keep trying. To choose an "adoptee", your county director has a full directory of every state legislator; call your newspaper for the names and addresses of their reporters/correspondents for your area. Then **ADOPT!!**

Third, educate your chosen adoptee. Invite them to your meetings, find out what they believe, meet with them, and feed them facts. Our opponents cite lots of "facts"; like a Boy Scout, be prepared to give them our facts. Our statistics are better than theirs and we can prove that bikers are not a burden on society. Give them copies of appropriate papers, but don't overload them. Remember K.I.S.S. - Keep It Simple, Stupid. If you need ammunition, we have it. Ask your Legislative Director, your county or chapter coordinator, anyone who looks as if they have good stuff. We're Maine's biker's rights organization, and if we don't educate the politicians and the news media, the general public will accept the conclusion that it is too dangerous and costly to society to allow motorcycles on the roads. **LET THOSE WHO RIDE DECIDE: ADOPT A LEGISLATOR/EDITOR/REPORTER or LOSE YOUR RIGHTS. END**

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1992 TEAM OREGON MOBILE CLASS SCHEDULE

<u>MONTH</u>	<u>EASTERN OREGON</u>	<u>CENTRAL OREGON</u>	<u>SOUTHERN OREGON</u>	<u>COASTAL OREGON</u>
March		13, 14, 15 The Dalles	13, 14, 15 Roseburg 19-29 Medford	6, 7, 8 Coos Bay
April	3, 4, 5 Pendleton 24, 25, 26 La Grande	9, 11, 12 Bend	3, 4, 5 Klamath Falls 23-5/3 Medford	10, 11, 12 Brookings 10, 11, 12 Astoria 24, 25, 26 Newport
May	1, 2, 3 Ontario 15, 16, 17 Baker City 29, 30, 31 Pendleton	1, 2, 3 Burns 8, 9, 10 The Dalles 28, 30, 31 Bend	8, 9, 10 Roseburg 28-6/7 Medford	1, 2, 3 Coos Bay 15, 16, 17 Tillamook
June	5, 6, 7 LaGrande	26, 27, 28 The Dalles	12, 13, 14 Klamath Falls	19, 20, 21 Astoria
July	10, 11, 12 Ontario 25, 25, 26 Baker City 31, 8/1, 2 Pendleton	16, 18, 19 Bend	9-19 Medford 17, 18, 19 Roseburg	10, 11, 12 Coos Bay 17, 18, 19 Newport 24, 25, 26 Tillamook 31, 8/1, 2 Brookings
August	7, 8, 9 LaGrande	14, 15, 16 Burns 28, 29, 30 The Dalles	7, 8, 9 Klamath Falls 13-23 Medford	14, 15, 16 Astoria
September	11, 12, 13 Ontario 25, 26, 27 Baker City	10, 12, 13 Bend	17-27 Medford 18, 19, 20 Roseburg	11, 12, 13 Coos Bay 25, 26, 27 Newport
October	2, 3, 4 Pendleton 9, 10, 11 LaGrande	23, 24, 25 The Dalles	9, 10, 11 Klamath Falls 22-25 Medford	2, 3, 4 Tillamook 23, 24, 25 Astoria
November	13, 14, 15 Ontario 20, 21, 22 Pendleton	6, 7, 8 Bend	20, 21, 22 Roseburg	6, 7, 8 Coos Bay
December			11, 12, 13 Medford	

1992 TEAM OREGON COMMUNITY COLLEGE CLASS SCHEDULE

<u>MONTH</u>	<u>CHEMEKETA C.C.</u>	<u>LANE C.C.</u>	<u>LINN-BENTON C.C.</u>	<u>PORTLAND C.C.</u>
March	5, 7, 8, 12, 14, 15 MRC	5, 7, 8, 12, 14, 15 MRC	5, 7, 8, 12, 14, 15 MRC	6, 7, 8, 13, 14, 15 MRC 15 ERC
April	2, 4, 5, 9, 11, 12 MRC	2, 4, 5, 9, 11, 12 MRC 25 ERC	5 ERC 23, 25, 26, 30, 5/2 3 MRC	2, 4, 5, 9, 11, 12 MRC 18, ERC 23, 25, 26, 340, 5/2, 3 MRC
May	2 ERC 7, 9, 10, 14, 16, 17 MRC	7, 9, 10, 14, 16, 17 MRC 17 ERC	10 ERC 28, 30, 31, 6/4 6 7 MRC	7, 9, 10, 14, 16, 17 MRC 17 ERC 28, 30, 31, 6/4 6, 7 MRC
June	4, 6, 7, 11, 13, 14 MRC 27 ERC	4, 6, 7, 11, 13, 14 MRC 20 ERC		13 ERC 17, 20, 21, 24, 27, 28 MRC 18, 20, 21, 25, 27, 28 MRC
July	9, 11, 12, 16, 18, 19 MRC 25 ERC	9, 11, 12, 16, 18, 19 MRC 26 ERC	23, 25, 26, 30, 8/1, 2 MRC	8, 11, 12, 15, 18, 19 MRC 9, 11, 12, 16, 18, 19 MRC 26 ERC 29, 8/1, 2, 5, 8, 9 MRC 30, 8/1, 2, 6, 8, 9 MRC
August	6, 8, 9, 13, 15, 16 MRC	6, 8, 9, 13, 15, 16 MRC 23 ERC	9 ERC	15 ERC 19, 22, 23, 26, 29, 30 MRC 20, 22, 23, 27, 29, 30 MRC
September	10, 12, 13, 17, 19, 20 MRC 26 ERC	17, 19, 20, 24, 26, 27 MRC 27 ERC	17, 19, 20, 24, 26, 27 MRC	10, 12, 13, 17, 19, 20 MRC 13 ERC 24, 26, 27, 10/1, 3, 4 MRC
October	1, 3, 4, 8, 10, 11 MRC	15, 17, 18, 22, 24, 25 MRC		17 ERC 22, 24, 25, 29, 31, 11/1 MRC
November	13, 14, 15 MRC	13, 14, 15 MRC	6, 7, 8 MRC	
December				4, 5, 6 MRC



NATIONAL HELMET LAW

DOLLARS & SENSE

by: Wayne T. Curtin
c1992

The Intermodal Surface Transportation Efficiency Act of 1991, H.R.2950, became law (PL 102-240) when President Bush signed it on December 18, 1991. With passage of PL 102-240 the helmet law provisions of the legislation went into effect immediately. The incentive "bribery" grants are available to states this fiscal year. The "blackmail" penalties require states to enact helmet (and seat belt) laws prior to October 1, 1993, or face redistribution of portions of the state's highway construction funds, beginning October 1, 1994.

In this paper I will review the "DOLLARS", both the incentive "bribery" grants and the "blackmail" penalties. I will also review the "SENSE" by providing some provocative thoughts on how to use this legislation and other issues to protect, and possibly advance, freedom-of-choice laws.

"DOLLARS"

Grants

The first column of the attached chart lists the total money available to each state for grants. The law provides that each state, during fiscal years 1992, 1993 & 1994, is eligible for a total of 90 percent of the amount apportioned to the state for fiscal year 1990 under section 402. The amount listed is the 90% figure, as provided by the National Highway Traffic Safety Administration (NHTSA).

However, these amounts are deceiving. The total maximum available to all states and territories is \$112,151,160. But, there is only \$60,000,000 authorized to be paid out in grants. Therefore, most states will get much less than the maximum allowable, probably only 50% on an average.

In order to obtain these grants a state must come up with matching funds. In first year grants the federal government will fund 75% of the program, with the state funding 25%. Second year grants will be funded on a 50/50 split between the federal government and the state of the program's costs. For third year grants the federal government will fund 25% of the cost of a program, leaving the state to come-up with 75% of the funds. After fiscal year 1994 there are no additional funds authorized for grants.

A state qualifies for a first year grant simply by having both an automobile seat belt law and a mandatory motorcycle helmet law in effect. To qualify for a second year grant a state must have both laws in effect and have obtained a 75% compliance rate with the helmet law and 50% compliance rate with the seat belt law. To qualify for a third year grant a state must have an 85% compliance rate for the helmet law and 70% for the seat belt law.

Penalty

The penalty phase of the bill requires each state to have both seat belt and helmet laws in effect before October 1, 1993. If a state does not have both in effect by this deadline the state will be required, beginning Oct. 1, 1994, to shift 1.5% of its federal highway funds in three programs, the National Highway System (NHS), the Surface Transportation Program (STP), and the Congestion Mitigation and Air Quality Improvement Program (CMAQ), to section 402 safety programs. The amounts apportioned each state for those funds, and the sum total of all three, for fiscal year 1992, are listed on the attached chart. Though the penalties will be assessed on apportionments in fiscal year 1995 (Oct 94 through Sept 95) those figures will not be available until mid-1994. The FY92 figures can be used as a baseline, for projections. (Based on annual authorizations in PL 102-240, total apportionments to the states for FY95 in NHS, STP and CMAQ can be projected to increase an average of 10-20%.) If by September 30, 1994 a state has not enacted both seat belt and helmet laws the state will be required to shift 3% of its federal highway funds in the NHS, the STP and the CMAQ to section 402

safety programs, in each succeeding fiscal year.

The 1.5% and 3% penalty figures, based on FY92 apportionments, are shown in the last two columns on the attached chart.

"SENSE"

Helmet Laws Contribute To Recession, Could Help Bring On Depression

By anyone's standard, the United States of America is in a heavy recession. And, unless drastic changes are made the country is headed towards a depression. One of the major causes of this bleak economic situation is America's foreign debt. What causes this foreign debt? Buying too many foreign made products!

Well, guess what? All of the major motorcycle helmet manufactures are foreign. Other than a couple of small and custom racing helmet manufactures, there are no helmet manufactures left in this country. They were all chased overseas by liability issues. Therefore, by coercing states to pass helmet laws the U.S. Congress is forcing American Motorcyclists to buy foreign made products. With millions of motorcyclists being forced to buy foreign made helmets, with an average cost in the \$100 to \$200 range, Congress has enacted a law which will add hundreds of millions of dollars to America's foreign trade debt. In a worsening economy, that could be a big push towards a recession.

Passing Helmet Law For Grant Money Costs States Money, Eventually Jobs

Many state legislators will be inclined to rush to pass helmet (and seat belt) laws to qualify for federal grants. These grants have three major problems.

First, just because a state has both laws does not mean it gets a grant. In order to get a grant the state must come up with matching funds. For a first year grant the state must provide 25% of the funds to run the new program. In the second year the state must provide 50% of the funds, and 75% in the third year. At a time when states are having difficulty balancing their budgets, it is not the time to be expending additional state funds on experimental federal grants.

Second, what happens in the fourth year? There is no more federal money available. So, what does the state do now to finance the programs, and the employees administering them? If there is no money to fully fund the programs, do we shut down the programs? That means laying off people.

Third, there is no guarantee the federal money will be available all three years. The funds have been authorized for FY92, FY93 & FY94. But, only the funds for FY92 have been appropriated. As Congress tries to deal with its own budget problems, they may not appropriate the funds for FY93 & FY94. If that occurs, what happens to the programs and employees?

Not Having A Helmet Law Helps State Budget Beginning FY 1995

This is a difficult process to communicate, but, depending on a state's budget, not having a helmet law could help bring the state additional federal dollars, without the state having to match the funds. And, it is possible, that those federal dollars could be used to cover other program costs now being financed with state funds. That would free-up those state funds to be used else where.

The funds which the states receive in the NHS, STP and CMAQ funds are what are called 80/20 funds. That means that the federal government will provide 80% of the money to complete projects under NHS, STP and CMAQ (and several other transit funds), if the state provides the other 20%, up to the limits apportioned by the Federal Highway Administration (FHWA). But, if a state can not

come-up with its 20% share it loses the 80% federal money.

If by Oct 1, 1993, a state does not have both seat belt and helmet laws the state is required to shift funds, as described earlier in this paper. When this shift takes place a change occurs to the matching funds requirement. It goes away! When these funds are shifted the funds become 100% federal money, with no state match required. So, if a state were to have budget problems, and difficulty coming up with its share for matching federal funds, by not having a helmet law the state could save some of its matching federal funds, by not having a helmet law the state could save some of its matching funds and still get the full penalty portion of NHS, STP and CMAQ. In addition to getting the federal funds without having to put up state funds, the saved state funds could then be used to address other state budget needs.

Is it possible that these shifted federal funds could be used to offset state funds in highway safety programs? It just could be so. That would mean, not having a helmet law would be even more financially beneficial to state governments.

When funds are shifted from NHS, STP and CMAQ, because of no helmet law, it is specified these funds must be transferred to the State under section 402. PL 102-240 establishes the following new guidelines for 402 programs: "(1) to reduce injuries and deaths resulting from motor vehicles being driven in excess of posted speed limits, (2) to encourage the proper use of occupant protection devices (including the use of safety belts and child restraint systems) by occupants of motor vehicles and to increase public awareness of the benefit of motor vehicles equipped with air bags, (3) to reduce deaths and injuries resulting from persons driving motor vehicles while impaired by alcohol or a controlled substance, (4) to reduce deaths and injuries resulting from accidents involving motor vehicles and motorcycles, (5) to reduce injuries and deaths resulting from accidents involving school buses, and (6) to improve law enforcement services in motor vehicle accident prevention, traffic supervision, and post-accident procedures."

Looking at those six program areas, in most state budgets there must be millions of dollars that the state expends to run these types of programs. This is especially true in the law enforcement and emergency medical areas. Again, if because of not having a helmet law the 100% federally funded shifted funds could be used in highway safety programs and law enforcement programs, it would free up those state resources to be used in other areas.

The bottom line is, if a state does not have a helmet law the state gets money from federal government without having to put up matching funds. More federal dollars, no state money needed, if the state does not have a helmet law. It sure will be nice to argue helmet laws cost the state money and not having one makes the state money!

JOBS

A first reaction of many state legislators might be that simply because of the jobs that would be lost in construction, due to penalty shifting of funds out of NHS, STP, & CMAQ, they would support a helmet law. They might tell you the loss of jobs is just to high of a cost.

You might want to ask them: Would not putting millions of dollars into safety programs create jobs? Would not those types of programs create white collar, service industry and clerical jobs? You may also want to point out that white collar, service industry and clerical workers have been hard hit in this recession. More of these types of workers have been laid off than ever before.

So, not having a helmet law would not cost jobs. As a matter of fact, not having a helmet law would create jobs in employment areas in dire need of new employment opportunities.

If Helmet Laws Save So Much Money, Can We Cut State Medical Expenses

The biggest obstacle in the way of protecting freedom-of-choice is the social burden theory. Representatives of the state public health agencies are always stating how much state money

would be saved if we would only pass mandatory helmet laws. Well, if helmet laws will save so much state money, we should ask our friendly legislators to ask the agency representatives if they would mind having an amendment added to helmet law bills that would reduce their agency's budget by that amount next year. After all, the helmet laws are supposed to save the state millions of dollars. State governments are having budget shortfalls. So, since their agency won't really need the money being saved by having a helmet law, they should be willing to reduce their agency budget, allowing valuable resources to be sued to cover other budget shortfalls.

	OREGON	WASHINGTON
Maximum 3 yr		
402 Grants (1)	1,585,265	2,034,394
National Hwy.		
System (2)	34,548,747	49,435,605
Surface Trans.		
Program (3)	34,120,479	37,011,366
CMAQ (4)	4,425,970	13,209,759
TOTAL (5)	73,095,196	99,656,730
1.5% Penalty		
(6)	1,096,427	1,494,850
3% Penalty		
(7)	2,192,855	2,989,701

(1) This is the total maximum each state is eligible for in grants over the three year period (FY92, FY93, FY94). These figures represent 90% of the amount apportioned to the State for fiscal year 1990 under section 402. However, when you add all of the states' and territories' maximum the total is \$112,151,160, but there is only \$60,000,000 authorized in the legislation. Therefore, most states will get much less than their maximum allowable. [Source: National Highway Traffic Safety Administration (NHTSA)]

(2) This is the FY1992 apportionment for subsection (b)(2) of section 104, from which funds are transferred from in the penalty section of the legislation. The National Highway System (NHS) will consist of 155,000 miles of major roads in the United States. Included will be all interstate routes, a large percentage of urban and rural principal arterials, the defense strategic highway network, and strategic highway connectors. [Source: Federal Highway Administration (FHWA)]

(3) This is the FY1992 apportionment for subsection (b)(1) of section 104, from which funds are transferred from in the penalty section of the legislation. The Surface Transportation Program (STP) is a new block grant type program that may be used by the States and localities for any roads (including NHS) that are not functionally classified as local or rural minor collectors. These roads are now collectively referred to as Federal-aid roads. Bridge projects may be on any public road. Transit capital projects are also eligible. (Source: FHWA)

(4) This is the FY1992 apportionment for subsection (b)(3) of section 104, from which funds are transferred from in the penalty section of the legislation. The Congestion Mitigation and Air Quality Improvement Program (CMAQ) directs funds toward transportation projects in Clean Air non-attainment areas for ozone and carbon monoxide. If a State has none of these non-attainment areas, the funds may be used as if they were STP funds. [Source: FHWA]

(5) This is the total sum of FY1992 apportionments for subsections (b)(1) [STP], (b)(2) [NHS], and (b)(3) [CMAQ] of section 104. The first penalty redistribution does not take effect until FY1995. FY1995 figures will not be available until mid-1994. The FY1992 figures are the latest year available, and can be used as a minimum baseline figure in projecting penalties. The FY1995 figures will be a few percent higher. [Source: Motorcycle Riders Foundation (MRF)]

(6) This is the amount of money each state will have to transfer from the NHS, STP and CMAQ funds in FY1995 (Oct 94 through Sept 95), if they do not have both seat belt and motorcycle helmet laws in effect by October 1, 1993. [Source: MRF]

(7) This is the amount of money each state will have to transfer from the NHS, STP and CMAQ funds in FY1996, if they do not have both seat belt and motorcycle helmet laws in effect by September 30, 1994. This annual redistribution of funds will occur each succeeding fiscal year until the state passes both laws. [Source: MRF]

**STATES WITH COMPREHENSIVE
MANDATORY HELMET LAWS**
24 states (which include Oregon & Washington)

**STATES WITH HELMET LAWS FOR THOSE
UNDER THE AGE OF 21**
1 state

**STATES WITH HELMET LAWS FOR THOSE
UNDER THE AGE OF 19**
2 states

**STATES WITH HELMET LAWS FOR THOSE
UNDER THE AGE OF 18**
18 states

**STATES WITH HELMET LAWS FOR THOSE
UNDER 15 YEARS OF AGE**
1 state

STATES WITH HELMET LAWS FOR PASSENGERS ONLY
1 state

STATES WITH NO HELMET LAW
3 states (Colorado, Illinois, Iowa)

**STATES WITH LAWS ESTABLISHING
MOTORCYCLE RIDER EDUCATION PROGRAMS**
41 states (which include Oregon & Washington)

**STATES REQUIRING MOTORCYCLE RIDER EDUCATION
PRIOR TO ISSUING MOTORCYCLE OPERATOR PERMIT**
Under 21, 2 states
Under 18, 11 states (which include Oregon & Washington)
Under 16, 1 state

**STATES WITH TEN LOWEST FATALITY RATES
PER 100 ACCIDENTS**

State	Fatality Rate/100 Accidents	Adult Helmet Law
1987		
Alaska	0.50	No
New Jersey	1.63	Yes
Arizona	1.87	No
Wyoming	1.92	No
Michigan	2.12	Yes
Alabama	2.18	Yes
Utah	2.25	No
Illinois	2.28	No
Maine	2.30	No
Missouri	2.38	Yes

**State Fatality Rate/100
Accidents Adult Helmet
Law**

1988

Vermont	1.35	Yes
New Jersey	1.63	Yes
Michigan	1.80	Yes
New Hampshire	2.04	No
Nebraska	2.22	No
Alabama	2.37	Yes
Colorado	2.39	No
Illinois	2.42	No
Indiana	2.44	No
Georgia	2.46	Yes

1989

North Dakota	0.54	No
Delaware	1.46	No
Mississippi	1.64	Yes
Colorado	1.78	No
New Jersey	1.82	Yes
Michigan	2.04	Yes
Virginia	2.09	Yes
Kansas	2.10	No
Minnesota	2.12	No
Indiana	2.23	No

1990

Nebraska	1.21	Yes
Utah	1.99	No
Iowa	2.35	No
Wisconsin	2.47	No
Alabama	2.57	Yes
Michigan	2.57	Yes
New Jersey	2.62	Yes
Maryland	2.63	No
Hawaii	2.67	No
New Hampshire	2.67	No

MRF Application For Membership

MAIL TO:
Motorcycle Riders Foundation, Inc.
P.O. Box 1808
Washington, DC 20013-1808
202-944-4920

1 Year Membership is \$20/person
Please Print Clearly

Date _____
Renew _____ New _____ Card # _____
Signed up by _____
State _____ Rep # _____



Name _____
Address _____
City _____ State _____ Zip _____ Age _____
Phone () _____ Are you a registered voter? _____
Have you taken a M/C riders course? _____
Are you interested in taking a M/C rider course? _____
Occupation _____
What other freedom rights group do you belong to? _____

Motorcycle Riders Foundation, Inc.
P.O. Box 1808
Washington, D.C. 20013
202-944-4920

P.O. Box 18153
Minneapolis, MN 55417
612-322-8024

Date _____

Received from: _____

For: _____

1 year membership that expires _____

\$ _____ State _____

Taken by _____

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UNRIDERS BEWARE

by Bill Turkus

A lot has happened since the last issue. Elections, meetings, a little travel and some controversy.

Everyone is aware of the elections. The results were felt nationwide. On November fifth, election day, I was in Washington, D.C. attending a forum on motorcycle licensing at the National Highway and Traffic Safety Administration offices. Election results were heard nation wide. The turnover of legislators put fear into the hearts of the incumbents. The message was heard and the point gotten across. The fear in Washington, D.C., was that it may be the start of an epidemic.

I'll cover the events in chronological order. The first occurrence was securing an absentee ballot so that I could vote even though I would be in Washington that day. You know you can do that.

As motorcyclists you may ask; What is our concern when someone is an UNRIDER? They have no license, sometimes no experience. They may be on the revoked list or borrowing a motorcycle from a friend for their first time ever ride. They are often under the influence of drugs or alcohol. What is important to us is that they are a major influence over our statistics. Many of the preceding people I would not relate to as motorcyclists. The government and the insurance companies do!

Attending the meeting was informative as well as allowing me to get my two cents in. I spent most of the earlier parts of the meeting absorbing information and formulating ideas. The problem is that more than half of the motorcycle fatalities are unlicensed riders. Most of the unlicensed riders are also not insured. This statistic has not changed significantly in the past ten years. The question is; Can we change or do something about unlicensed riders? First order of business was to identify those people who were unlicensed. After identifying who they were, we then worked on determining what the best solution would be and what specific groups would best address the problem.

The meeting went on and different representatives and groups presented their viewpoints and what steps they could take to alleviate the problem. Others suggested additional efforts could be made. I will deal with what we can do and will do. To do otherwise would make this article into a book.

We, as citizens and motorcyclists, must deal with the legislators. Many of the other participants were employees of the government and not in a position to do anymore than suggest recommendations. All states should require motorcycle endorsements. Otherwise anyone, with no skills could jump on a motorcycle and become a statistic. While licensing requirements in many states are minimal, you still have to demonstrate some skills. There are two states that have no license or endorsement requirements. In many states getting an endorsement is a cumbersome and time consuming effort. Maybe intentionally. The system has to be streamlined. Permits and testing should be available at the same site. It should not only be possible, but advisable, to get your license before the expiration date of your permit. Some states issue permits that are good for an entire riding season and the applicant never goes for the test, they just get another permit next year. It's easier than trying to get a test date. States should try offering tests on Saturdays or arrange group testing. Offer amnesty for riders who have years of experience under their belt but are reluctant to take the test for fear of failure or whatever. Give them an endorsement for successful completion of an experienced rider course. State legislatures need to enact laws and regulations to establish a waiver of the skills and/or knowledge test for graduates of an approved rider education program.

Let's make motorcycle owners responsible when they allow unlicensed people to operate their machines. Discourage people from lending their motorcycle to unlicensed riders. Put a penalty on the owner of the motorcycle when unlicensed riders are ap-

prehended or commit infractions of the laws. It gives the owner a reason not to lend the motorcycle and it is easier to live with that than the fatality of an unlicensed rider.

Finally, we must convince our fellow riders that being unlicensed is not cool. While lending a bike you may think you are helping develop a new motorcyclist but in actuality you may be creating a larger statistic. These numbers can only hurt us and continually come back to haunt us. **END**

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DO AMERICANS HAVE TOO MANY CHOICES?

Proliferation of goods, services only creates tyranny of choosing

by Steven Waldman

Why did I nearly start crying the last time I went to buy socks? I'd stopped in a store called Sox Appeal, the perfect place to spend a pleasant few minutes acquiring a pair of white athletic socks.

After a brief visit to the men's dress sock department - dallying with more than 300 varieties, among them products embroidered with bikini-clad women, neckties, flowers, Rocky and Bullwinkle, and elegant logos such as "The Gold Bullion Collection: Imported" - I finally made it into the athletics section. Here, the product-option high was even headier. Past the "Hypercolor" socks that change hue, combination "sport-and-dress" white socks, and "EarthCare" environmentally safe socks (which, unfortunately, boast of decomposing easily) were hosiery for every sport: racquetball, running, walking, cycling, hiking, basketball and aerobics. I needed help.

"What if I play racquetball occasionally and run occasionally and walk sometimes, but don't want to get a different sock for each one?" I ask the saleswoman.

She wrinkled her nose: "It's really a matter of personal preference." Did she have any standard-issue white tube socks? The nose wrinkled again. "Well, yeah, you *could* get those, but ...

I started reading the backs of the boxes, elaborately illustrated with architects' renderings of the stress points in the "Cushion-Engineered (TM) Zone Defense." After briefly contemplating the implications of the Cross-Training Socks, I spent another five minutes studying shapes and manufacturers, and grabbed a Cross Trainer, two walkers and, in an environmental guilt-spasm, one pair of the EarthCare.

Since that day, the sock metaphor has crept constantly into my mind - and not just when I'm buying consumer products. At work I pick through dozens of options on my cafeteria insurance benefits plan. At the doctor's I'm offered several possible treatments for a neck problem and no real way to decide. At the video rental store I end up renting four movies even though I'll watch only one. Choices proliferate everywhere. My mental "tilt" light flashes continuously. I keep thinking that the more choices there are, the more wrong choices there are - and the higher the odds I'll make a mistake.

The topic of how much freedom freedom brings has fascinated philosophers throughout the ages. But when Sartre urged man to embrace and acknowledge his own power to choose, he did not have in mind figuring out the difference between hair conditioner, rejuvenator, reconstructor and clarifier. So far, public debate on choice has been limited to just two realms: abortion and, more recently, public schools. But we're in the midst of a choice explosion that has far-reaching implications.

Think it over. A typical supermarket in 1976 had 9,000 products; today it has more than 30,000. A Cosmetic Center outside Washington carries about 1,500 types and sizes of hair-care products. The median household could receive six TV stations in 1975. Thanks to deregulation of the cable TV industry, that family now has more than 30 channels. In 1980, 564 mutual funds existed. This year there are 3,347.

There has been a sharp rise in the number of people choosing new faces. More than twice as many cosmetic surgery operations were performed in the 1980s than in the 1970s, estimates the American Academy of Cosmetic Surgery. In the past decade, a new periodical was born every day. Some have perished, but the survivors include: Elvis International Forum, Smart Kids, American Handgunner, Triathlete, Harley Women, Log Home Living, Musclecar Classics and (my favorite) Contemporary Urology.

The growth of variety predates this recession, will continue after it and, to a large extent, has persisted during it. New Product News reports that despite the depressed economy, 21 percent more new products were introduced in supermarkets and drug stores in 1991 than the year before.

CHOICE: BRAIN DEBILITATED TRYING TO PROCESS ALL THE VARIETY

Obvious benefits abound, and not just for people with money. Telephone deregulation has made it cheaper to stay in touch with far away friends; periodical proliferation meant I had Fantasy Baseball magazine to help me prepare for Rotisserie draft day; increased social tolerance has allowed more people (including me) to marry outside their faith or ethnic group; more cosmetics mean black women have shades that match their complexions. And so on.

And in the words of Morris Cohen, a professor at the Wharton Business School: "If you're overwhelmed by the sock store, don't go there anymore." The beauty of the free market, he explains, is that each individual can select which options to exploit and which to ignore.

But Cohen's rational approach fails to account for how the mind actually processes all this variety. In fact, choice can be profoundly debilitating. It forces us to squander our time, weakens our connections to people and places, and can even poison our sense of contentedness. What follows is a simple checklist of the drawbacks of our new way of choosing.

- **Choice erodes commitment:** The same psychological dynamic that has led to a decline in brand loyalty can operate on more important decisions. The more options we have, the more tenuous our commitment becomes to each one. The compulsion to take inventory of one's wants and continually upgrade to a better deal can help explain everything from the rise of the pathological TV channel-switcher straight through to staggering divorce rates and employer-employee disloyalty.

Baseball players have never had as many career options as they do now. As a result, sportswriter Thomas Boswell notes, the slightest sign of trouble leads the player or team to try someplace or someone better, producing many "insincere love affairs and very few committed marriages."

Sound familiar? Even the infamous male commitment problem results in part from the same thinking.

I recently married a wonderful woman, but only after several years of embarrassingly tortured contemplation of what kind of "options" I might be foreclosing. There are, after all, 9.5 million unmarried women aged 24-39, each with the potential to be more "perfect" than the one before.

- **Choice takes too much time:** Taken individually, most choices are manageable and, for some sector of the population, a pleasure. Stereo buffs love being able to select the finest woofers. But spend the optimal amount of time on each decision and pretty soon you run out of life.

It's not surprising, then, that people feel more rushed than they used to. John P. Robinson, a professor of sociology at the University of Maryland who studied time diaries in 1965, 1975 and 1985, believes we feel hurried partly because so much of our free time is absorbed by the process of deciding what to do with it.

- **Choice awakens us to our failings:** Choice-making lays claim to an expanding portion of our mental energy because the perceived consequences of making the wrong selection keep growing. Under cafeteria insurance plans, if you choose to forgo the dismemberment benefits in favor of extra teeth cleanings, you have no one to blame after an accident but yourself.

Each time I checked off a box on my benefit election form, I flashed forward to some weepy scene when I had to explain to my wife why I had decided to consign us to poverty and despair.

Similarly, before the mid-1970s, people had little choice about how to invest their money. If inflation eroded their savings accounts, they were at least suffering, along with others, from the cruelty of an irresistible outside force. Today the availability of hundreds of possible investment products means everyone is fully capable of doing much worse than the neighbors.

The wealthy try to solve that problem by spending still more money to hire financial advisors, only to confront a new set of worries about whether they have selected the best one. For the financially strapped, the anxiety can grow even more intense; the fewer dollars you have, the more consequent each mistake becomes.

• **Choice leads to inept consumption:** The more choice available, the more information a consumer must have to make a sensible selection. When overload occurs, many simply abandon the posture of rational superconsumer.

Warning labels on products have become so common that many shoppers simply ignore them all, including the important ones. Several friends have confessed that the selection of car models - 591 and rising - has become so dizzying that they tossed aside Consumer Reports and relied entirely on the recommendation of a friend. Some become so paralyzed by the quest for the better deal that they postpone decisions indefinitely, while others become so preoccupied with absorbing the new features touted by a manufacturer that they forget to consider the basics.

After all the fretting over the migration patterns of the socks, I took them home and found them to be quite fluffy and supportive, but the wrong size.

Consumers may be better informed than they were two decades ago, but salespeople have more tools with which to fight back. I spent three days studying up for a trip to the stereo store to buy a CD player. Despite having read several magazine and newspaper articles, I was, within minutes, putty in the salesman's hands. When I asked for a particular model, he rolled his eyes and laughed, "You must have gotten that from Consumer Reports." With a simple well-timed chuckle he made me doubt my entire research regimen.

• **Choice creates political alienation:** Voters don't necessarily have more choices than they used to - an increase in primaries and referenda having been offset by the influence of incumbency and money - but the way voters choose has changed dramatically.

As a result of the weakening of political parties, voting behavior now closely resembles the consumption of products. The biggest political group is not Democrats or Republicans, but independents, shopper-equivalents who've dropped brand loyalty in favor of product-by-product analysis.

Last century, two-thirds of voters went straight party line; in 1980, two-thirds split tickets. In theory, this means voters carefully weigh the candidate's policies, character and history. In reality, it's nearly impossible to sort through a candidate's stands on the issues from a blizzard of untrustworthy ads, a newspaper editorial, or a blip on the TV news.

No wonder voters, like shoppers, act impulsively or vote according to the wisdom of their favorite interest group. Many who vote for ballot initiatives or lower offices simply follow the recommendation of the local newspaper, which is like buying a car on the word of the local auto columnist. The ultimate political choice overload came in California in 1990, when voters received a 222-page ballot pamphlet to help them decide among 28 initiatives.

Candidates have responded to the rise of the consumer-voter by turning to marketing professionals, who've only made the voters' dilemma worse.

Political consulting has evolved, and candidates now rely heavily on market researchers (pollsters) trying less to determine what part of their essence they should highlight than what they should become by match voters' desire. Sometimes that means

candidates become more responsive to public thinking, but more often it means politicians forget to consult (or have) their own core beliefs.

• **Choice reduces social bonding:** The proliferation of choice helps cause, and results from, another trend - social fragmentation. Together they ensure that Americans share fewer and fewer common experiences. A yuppie diet bears less and less resemblance to that of a lower-income family. I don't even know who's on the Wheaties box anymore because my cereal is located about 90 feet down the aisle.

As marketers divide us into increasingly narrow segments, we inevitably see ourselves that way, too. When there was one movie theater in a neighborhood, everyone sat under the same roof and watched the same film. Video rental stores enable you to be a movie junkie without ever having to sit next to another human being. Three decades ago, even when everyone was sitting in their own homes they were at least all watching "Gunsmoke." Today's viewing public scatters to its particular demographic niche on the cable dial.

How can we adapt to this world of choice?

Some steps are being taken for us. The Food and Drug Administration recently announced rules to standardize product labels that should simplify our task in the supermarket.

Regulatory agencies could further help by simply banning products they consider unsafe, rather than slapping on warning labels to force us to perform quick risk assessment studies. The market itself will develop some innovations to help us cope.

Dealing with an abundance of choices mostly requires a mental reorientation. Choice overload helped me finally understand what was so offensive about the stereotypical yuppie obsession with so-called quality, of which I have often been guilty. It's not that some coffee beans aren't more flavorful than others, it's that people who spend so much of their lives thinking about small differences become small people.

Imagine instead a world in which we used our choice brain lobes for the most important decisions and acted more arbitrarily on the rest.

As everyone knows, ads brainwash us into choosing products through insidious appeals to sex or other urges. But sometimes it feels good to let an ad take us by the hand. A few years ago I had an epiphany while deciding what to eat for dinner. I looked in the refrigerator, thought about nearby restaurants and markets, and grew puzzled. Just then an ad came on the TV for Burger King, featuring a luscious Whopper with fake charcoal stripes painted with perfect symmetry across the juicy meat. I put on my coat and immediately walked, zombie-like, to the nearby Burger King and ordered a Whopper.

I found it exhilarating, because I knew it wasn't the behavior of a rational economic player, and that it didn't matter.

As the 12-Steppers say, we must acknowledge our powerlessness. We cannot knowledgeably make even a fraction of the appropriate choices available. Say it aloud: Today I will make several wrong choices. Now, whether you've selected an inferior vacuum cleaner, bought the large soda when the jumbo was a better deal, or accidentally prayed to the wrong god - forgive yourself. If we took some joy in being bad choosers, or at least placed less value on being stellar consumers of unimportant things, we would be training ourselves to accept a few extra drops of imperfection in our lives.

Somehow, that would seem more like progress than having the choice between polypropylene arch brace contours and a solar-powered argyle. *END*

**GET INVOLVED ...
Before it's TOO LATE!**

EDUCATION PODIUM

by Mel Yeager

I am aware that several Chapters have been taking steps to get all of their riding members Team Oregon trained. Here is some more information for those that have already taken the Motorcycle Riders Course. There is always a need for qualified women instructors so ladies take note.

TEAM OREGON INSTRUCTOR TRAINING

In order to become a Team Oregon Instructor the following conditions apply:

- You must have an acceptable driving record.
- You must have completed a Team Oregon Motorcycle Riders Course.
- You must be sponsored by a current Team Oregon Instructor.

For further information call Team Oregon 1-800-545-9944.

INSTRUCTOR TRAINING COURSES NOW PLANNED;

February 15	1/2 day	LBCC Albany,	Phase 1
March 19-22	All day	PCC, Portland	Instructor Preparation
March 27-29	All day	PCC, Portland	Course Completion
May 16	1/2 day	LBCC, Albany	Phase 1
June 11-14	All day	LBCC, Albany	Instructor Preparation
June 19-21	All day	LBCC, Albany	Course Completion

Lodging will be provided if student lives more than 50 miles away from training site. Coffee, donuts and lunch is provided. The evening meal is provided by the student.

You can make copies of the handout and give them to anyone interested in becoming an instructor for Team Oregon.

On another note - You are all aware that May is Motorcycle Awareness Month aren't you? Most Chapters are already planning some kind of event to help the four-wheel driving public be alert to motorcycles that will be sharing the roads with them this summer. For those that haven't planned something yet, may I suggest that organizing a motorcycle rally and ride to your county seat or city hall is always appropriate. Make fliers about the event as soon as possible and distribute them to all businesses and work places you can. Let people know that this function is not being held for any political reason; and that it's purpose is only to help the public remember that motorcycles will be on the road in great numbers for the next few months. This effort is being performed in the sole effort to decrease accidents and to save lives.

Now is the time to get started on this rally. Don't delay getting the word out. The first weekend in May is the traditional time to make this happen. Some Chapters do their run on Saturday and some on Sunday. By all means call any local dignitaries available and invite them to your rally to speak with your group. I would caution every member to listen to all who speak and to not argue or belittle anyone with a viewpoint or stand on any issue that is different from your own. Intelligent questions are appropriate and well-thought statements are welcome.

Find out whether the candidate supports your views or not and encourage your members to remember that fact when they vote. That's all there is to it.

Ride in safety this summer, and always.

Mel Yeager,
State Education Director

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LETTER'S TO THE EDITOR AND SUCH

January 28, 1992
AN OPEN LETTER

This evening my wife, Sharon, was tired from a hard day at work and went to bed early. I sat here on the couch kind of watching TV and reflecting on the forces that have had an impact on my life as I live it at this time. A theme began to form in my thoughts and presently, in a vague way gelled in to something more than a feeling. You have had a feeling, haven't you? That nagging little something that won't let you alone ... You know what I mean.

Politically and socially our country is in big trouble. It would be great to be able to put my finger on just one or two things that caused America to reach the status that we are in right now. How easy it would be to get rid of the politicians who made bad decisions or programs that didn't work. It isn't that easy!!

There are experts working to analyze all kinds of trends and effects in order to solve our nation's problems and they are not doing any good. One common trait seem to underlie everything that happens politically. That common trait is that the politicians we have elected to represent us have arrogantly ignored our desires and instead are voting their own personal wishes in matters that pertain to the "common good".

It is my belief that any politician that you support and help elect will forget his or her constituents in a matter of two years. Right then is the point they start passing laws to restrict your right to decide for yourself, as though you had no common sense. The seat belt law, for example.

We need to realize that the Federal Government in America was established to help the United States and was never intended that they would dictate to or blackmail the United States into complying with mandatory regulations. We need to send letters and phone calls to our U.S. Representatives and U.S. Senators to stop allowing the States to be bullied by the Federal Government. The Feds are, after all, OUR public servants.

Watch for the candidates in the upcoming Primary Election, get to know them and find out whose views they intend to present then make them stick to their word. Keep in contact with your State and Federal electees to keep them on the straight and narrow path. If we fail to follow through we will see America take the fastest road possible to the same status Russia enjoyed until a couple of months ago. Russia went the Communist route 75 years ago and it took this long for them to realize IT DOESN'T WORK.

I'm really tired of seeing my RIGHT TO CHOOSE be taken away one little bite at a time. But, it is happening.

PLEASE do your part. Help your State regain control over its own destiny without any blackmail from the very people we sent to Washington, D.C. to represent us. Get involved with the town meetings. Get to know the candidates. Elect the ones you feel will represent you and then bird dog them to see that they do it. After all, you are paying them to do so. There are many individuals that feel the same way you do. Talk to people who have the same values and principles as yours. Form an organization and above all band together in a common cause. Fight for what you think is right in every legal way you can. Then find other organizations that have the same common beliefs, work together and soon we will regain control over our own destinies. Good luck and a prayer for all of us.

Mei Yeager,
Education Director

ABATE Editor

I read with great sadness of two AMA-supported bills on page 12 of the January '92 newsletter. Both of these bills, one concerning Motorcycle Safety programs, the other HOV lanes, are based in "Federal Blackmail" withholding funds for non-compliance. Sound familiar?

These are wonderful and badly needed programs, however, I must question the means used to accomplish them. States must "include motorcycle safety programs in their annual highway safety plans, thus boosting federal assistance grants," and "states that use Federal Funding for their High Occupancy Vehicle (HOV) to open them up to motorcyclists." Tying these programs to federal dollars for states is the same tactic being used by the "Safety Nazis" concerning helmet laws, a tactic strongly opposed by motorcycle groups nationwide, including ABATE of Oregon, Inc.

In order to use the Federal Blackmail defense to prevent, or even help prevent a national helmet law, our own hands must be clean. We should work together to find another way to enforce these very necessary pieces of legislation. One that does not use the very tactics we so strongly disapprove of. I am reminded of the unsettling position the ACLU was placed in when they defended the Nazi party's right to assemble and demonstrate. "I disagree with what you are saying, but I will defend to the death your right to say it." People: think about it. We need new ideas, and we need them fast, or we will be hypocrites before the people we need on our side; the U.S. Congress.

Don Aldrich,
Salem Chapter member

To Whom It May Concern:

This letter is being written with great concern for one of our members of Lane County ABATE Chapter in Eugene, Oregon. This 41 year old lady is a ten year member. Over the years she has done a great deal of work for ABATE and to raise money for the homeless and needy children.

At this time the ABATE Chapter of Lane County is trying to do all it can to get the money needed for LANA LITTLE. We need \$3,000 off the top to put her on the list for a liver transplant and find a donor. Plus an additional \$33,000 for the transplant. The total for all is \$165,000 for treatment.

We are writing this letter to all ABATE Chapters nationally asking for any kind of help for Lana.

Her liver is deteriorating very fast - so please, once again, do what you can to help this very active ABATE member.

A Trust Fund has been established at Key Bank under ABATE of Oregon, Inc., for Lana. The account number is 61135630.

Complete address: Key Bank, P.O. Box 2826, Eugene, Oregon 97402

For more information please call, 503-345-7724 and ask for Archie, Kathy, Kurt or Lana.

PLEASE RIDE SAFE TO ALL OF YOU SISTERS & BROTHERS.

ABATE of Lane County

REPEAL OF HIGHWAY BILL SANCTIONS SENATOR DURENBERGER & CONGRESSWOMAN SNOW INTRODUCE BILLS

On Thursday, February 6, 1992, Senator Dave Durenberger (R-MN) filed Senate Bill 2204 which repeals the sanctions portion of the Federal Highway Bill. His primary co-sponsors are; Senator Max Baucus (D-MT), Senator Herbert Kohl (D-WI) and Senator Robert Smith (R-NH). Bob Illingsworth, the Minnesota Motorcycling Riders Association and BikePAC of Minnesota were instrumental in getting Senator Durenberger to introduce this repeal.

On the House side, Congresswoman Olympia Snow (R-ME) filed House Bill 4207 on Friday, February 7, 1992, a companion for S-2204. Her primary co-sponsors are; Congressman Jim Ramstad (R-MN), Congressman Barney Frank (D-MA), Congressman Frank Pallone (D-NJ), Congressman John Boehner (R-OH) and Congressman Fred Grandy (R-IA).

These bills address only the three paragraphs of Section 1031, Subsection 154, Paragraph H, the sanctions portion of the Highway Bill. The grants and all other aspects of the bill will remain intact.

NCOM needs you to contact your individual Senators and Congressmembers to solicit their support of Senator Durenberger's and Congresswoman Snow's bills by asking them to co-sponsor this legislation. Because of the limited time left in this Congress, it is imperative that you contact your legislators immediately.

Most of the Congress have recessed until Tuesday, February 18, 1992, so now is a perfect time to contact your Representatives right in their own districts. We cannot stress enough how important it is to make a bid for their support now, allowing sufficient time for these bills to gain enough momentum to pass before the end of this session.

The contact person in Senator Durenberger's office is Sue Pihlstrom at (202) 224-3244. In Congresswoman Snow's office, Don Green is the contact at (202) 225-6306.

Please contact our Washington, D.C. office, (800) 238-0080, with any information or questions on this legislation. NCOC will be working very closely with Bob Illingsworth of the MMRA/BikePAC of Minnesota, the AMA and the MRF. We all realize the need for a coordinated effort and NCOC looks forward to the challenge.

[EDITOR'S NOTE: We know it is too late to call or write on this one, but we also know not everyone in the organization heard about it soon enough to even know what is going on. If you did not get a phone call about this information, check with your Chapter Coordinator and see why.] END

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A CRY FOR FREEDOM JUSTICE & FAIR LAW

There is a frightening movement afoot in this country, a movement to wipe out a lifestyle & mode of transportation. I am speaking of the Government & the Insurance Industries systematic destruction of the sport of motorcycling. Through intense lobbying efforts, the Insurance Industry is coercing the U.S. Government to introduce laws that are unfair, unwanted and unnecessary.

The First Step is a national mandatory (IE: forced) helmet use law. Using the reasoning that if everyone in the country who rides a motorcycle wears a helmet it will save thousands of lives and millions of dollars. These reasons are completely unfounded in truth or application. In fact, in states where helmet laws now exist, the accident and fatality rates are higher than in freedom of choice states. Although the statistics and facts concerning that argument could be debated till judgement day. One fact about helmet laws that is not debated is that in every state that has passed one, motorcycle sales decline. This is the true reason for this unnecessary law, to reduce the number of motorcycles sold and used in this country.

The Second Step is mandatory no fault insurance coverage for all motorcycles, at a suggested cost of \$1 per cc per year. The average sport/streetbike is between 650cc and 900cc's. The average tour class bike is between 1100cc and 1500cc's. At one dollar per cc per year this law would eliminate almost all motorcyclists. But, since even after this law, some people may still be able to afford to ride, the movement has, the **3rd & Final Step**, known as the catastrophic health insurance law. Where every person drives or rides a motorcycle must carry a \$100,000 health insurance policy at an average cost of \$1500 to \$2000 dollars per year per person. This means a person with a good driving record riding an average street bike carrying a passenger would have to pay a minimum of \$3750 per year for liability and personal coverage only. Add comp., collision and theft and its more like \$4000 annually just to ride. This would virtually wipe out the use of motorcycles in the United States.

If you ride a motorcycle and want to continue to do so you must act now! The power of the people and the power of the pen is all we have. Write your senators, congressmen and representatives. Join a motorcycle rights organization in your area, support these groups by attending runs and rallies sponsored by them. Don't let apathy and non-involvement rob us of our freedom. Keep motorcycling alive in America. Believe me the threat is real, we must act now!

James A. Betzer,
An American Biker

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WE NEED TWO CONSTITUTIONAL AMENDMENTS

For politicians: How about term limits and reality testing as well?

by George Weimer

Seems everybody except Congress and a few columnists favors limiting the number of years any one of us can serve as an elected official in Washington. Judging from the polls, the issue of term limitations is mightily popular. After all, we already limit the length of time a person can be President.

Yet, isn't there an even more important issue here than time in office? Don't we need, desperately need, to look at qualifications as well?

Isn't the problem as much a matter of what people bring to the job as it is a matter of how long people stay?

The vast majority of our elected officials, certainly the great bulk of our federal representatives, bring only one credential with them to the government: a law degree.

More often than not, they enter the world that tells the rest of us what to do with no other experience than passing the bar. Certain great families in America have made a virtue out of skipping reality altogether and going into government immediately after college and law school.

We have watched our "public sector" over the years turn into a professional monster of huge proportions. The distance we have moved from the Founding Fathers and their working-citizen-based government is enormous, but with a little patience and a lot of common sense, we can move the country towards much more sensible and helpful government.

We need two more amendments to the Constitution, numbers 27 and 28. One should deal with term limitations and the other should require reality testing for politicians.

What would reality testing mean for those who seek to serve the United States? Nothing more complicated than having a real job in the real world for a few years. That's it. No need to be a super successful businessman or a major hustler on Wall Street or a top union official. But a person would need a certificate, a "degree," proving that he or she has been with a company trying to make a buck for a set number of years.

So we would, by law, eliminate at least two of the problems we face in our government world.

One is that elected officials stay too long and forget where their real bosses live. The other is that they never spent any time in their bosses' world - namely yours.

Unconstitutional? How? Why? The principles seem just enough. The basic concepts were popular with the likes of George Washington and Thomas Jefferson and more than a few other

people famous for intellect and wisdom.

These principles - that government should comprise peers of the private sector, limited in terms of service - are unpopular with the "political class" that runs much of the American world now. It finds these two suggestions products of the rabid right or the loony left. The truth, though, is that both ideas are popular with the mad-as-hell middle.

There is something more than distasteful about a person jumping right out of law school and into an elected public job. It's cynicism at its worst, and it should be illegal.

There's also something distasteful and cynical about elected officials who fall in love with their government careers. It says to the rest of us, "We can't abide the thought of being forced to do something useful in the industrial world, a fate worse than defeat in an election."

The basic reason so much bad law has been passed about industry and manufacturing in particular is that so very few of our elected officials have ever spent a day, let alone a few years, in the business world.

We can and we should outlaw such behavior in this most pragmatic and yet most idealistic of countries.

We can limit the amount of time anyone can stay in an elected position and we can demand that he or she come with real-world training.

We can start with Congress and work our way through the rest of our huge public sector. How many years and terms? We need a debate here, but we should establish some limit.

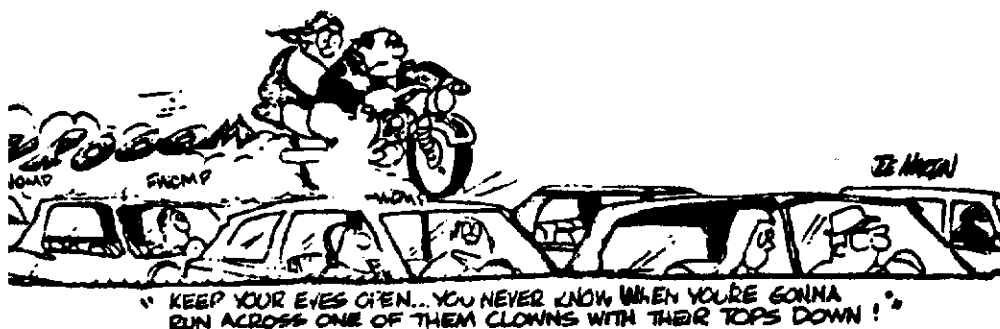
What about critics who say such an amendment would knock out a lot of talent and government experience? Indeed, some of our elected officials seem to be real national assets after 25, 30 or even 40 years.

Those exceptions prove the rule. Few people remain in the same top job in management in industry for more than 10 or 15 years today. Many large companies, for example, require retirement at a certain age which, in effect, limits time in office. Here also we may lose talent from time to time, but the loss is considered worthwhile by the private sector. And, after all, isn't the paradigm for good government good management?

As for the ways we might require some amount of time in the private sector, we need creative suggestions. Maybe you have one. If so send it in, and we'll discuss it here. Meanwhile, here's a start from me:

Why not a special Private Sector Task Force on the Constitutionality of Reality Testing? It may not be possible to force people of political persuasion to ever really spend much time with us in the real world, but a national debate on the topic could help a lot.

Good government is self-government, as the Founding Fathers knew full well. We can take two big steps toward that ideal by limiting terms and insisting on real-world experience for our legislators and leaders. *END*



AN INTERVIEW WITH MARY ALICE FORD'S OPPONENT

February 18, 1992

Dear Roger:

Enclosed is the newspaper interview done by Steve Duin which sums up Sandra Nelson's focus quite well. I'll share a few observations from visiting with her for your consideration.

Sandra Nelson stands for less government intrusion - more freedom based on the Judeo-Christian ethic. She feels the role of government should be very limited and that it should resume its proper role: to defend/protect the inalienable rights of citizens - the absolutes as enunciated within the Declaration of Independence.

Sandra Nelson advocates lower tax rates by encouraging business, promoting economic growth and advocating household prosperity for Oregonians.

Sandra Nelson advocates tax credits with incentives to promote voluntary and private-sector organizations to provide help for the homeless, families which are disadvantaged or disrupted. She feels that these organizations can help the poor and needy with greater efficiency and fiscal accountability.

Sandra Nelson wants the Legislature to honor the state spending limit. She supports term limitations.

Sandra Nelson opposes any law which would grant any group or individual special rights or privileges. She feels that the government should protect right to life- the handicapped, the elderly and the pre-born.

Sandra Nelson identifies the government's role in part as being responsible for the public safety and the enforcement of legal contracts. This is in addition to the above: defend/protect the inalienable rights of citizens, etc.

Interview by Dorothy Gage

Sandra Nelson is a candidate for the House seat held by Mary Alice Ford. To validate this interview, Sandra may be reached at 626-0491.

POLITICS by Steve Duin

OUT OF THE KITCHEN, ONTO THE FIRING LINE

Because Sandra Nelson defines herself as a homemaker ...

(OK, so the actual entry on her resume reads:

Domestic engineer, human development coordinator, and chief operating officer in the areas of education, transportation, psychology, economics, government, law, accounting, community relations, pediatrics, religion, energy, management, fashion, decorating, recreation, nutrition, literature, medicine, art, horticulture, geriatrics, maintenance, purchasing and direct mail [i.e. homemaker]

... and because Sandra Nelson believes the home is where a woman and a mother can best serve God, family and country, it's only fair to ask why she's running away from home, and toward the Oregon Legislature.

"Because I see the home being threatened by government, and very few people are speaking out," Nelson said. "I'm not running for dollars or power. I am running for love of family."

She is running - against Rep. Mary Alice Ford, R-Beaverton, in

the GOP primary - for "families values," a curiously threatening phrase in the politics of the '90s.

While it's increasingly popular, and politically beneficial, to talk about children, focusing on the family has a real downside.

Candidates who champion family values are presumed to be intolerant, at least in the extended family of the media. They invite being tossed into the same hopper with Al Mobley, Joe Lutz and pointed heads farther to the right.

Nelson is aware of this bias. She's been advised to lay low, to remain vague, to run lukewarm.

And she's not listening. "I'll speak my heart," Nelson promised. "What we think in private has public consequences.

"One of the things we in this country are not willing to talk about are our private beliefs. We have decided not to talk about the things that are most important to us. We are afraid we'll be sued, or made fun of, or mocked. That concerns me. That is the mark of an intolerant society."

Nelson - a former missionary at Africa and the mother of two of the brightest kids you'll ever meet - has a history of straight talk and bruising frankness. As president of the Oregon chapter of the Eagle Forum - Phyllis Schlafly's retaliatory strike against feminism - Nelson rarely pulled her punches.

She has opposed school-based and government-funded teen pregnancy prevention programs, arguing that letting "people enjoy or bemoan the consequences of their choices and behaviors" would be much more persuasive than bureaucratic intervention.

Nelson has taken the wimps in the Arlington and University clubs to task for letting an outsider - City Commissioner Earl Blumenauer - dictate who can join their clubs and who can't.

And she has ridiculed the Oregon Commission for Women. "Which I find humiliating. Which I find patronizing to me," she said. "As if I can't speak and think on my own. As if I'm a second-class citizen."

Nelson may skip by those themes again when she goes door to door in Washington County, but she'll run hard on family matters. Government makes a brutal and costly mistake, she believes, when it tries to help people who can't help themselves.

That help is best left to churches, individuals and charities, Nelson said. Because government insists on being amoral, government has no standards; thus, it refuses to hold people accountable when they make bad decisions.

"Government can't mandate love and commitment and sacrifice and meaning in life," Nelson said. "Those things come from God and family." You better believe she favors the separation of church and state: "Politics has taken over too much of the role of the church and family."

Nelson would keep government in its place, curbing its charitable inclination. If that sounds unkind, Nelson notes that most of our social ills have become increasingly unmanageable with the state in the role of the Little Sisters of the Poor.

To finance that role, the state increases taxes, which adds to the financial burden and stress that tears many families apart. And, Nelson said, the state passes laws that infringe on the rights of parents to decide what's best for their own kids.

"I hear more and more talk about children being resources of the state," Nelson said. "They're not. They don't belong to the state. They belong to mothers and fathers."

She will be talking to a lot of mothers and fathers in the next five months. Nelson won't have any money, but she'll chase after Ford - who has had only one primary opponent in 12 years - with a message. She isn't pro-choice, but she'll give voters an eye-opening one in May. **END**

LARCH MT. RIDING AREA CLOSURE

The long time riding area on Larch Mt. near Corbett, Oregon, has been temporarily closed by the Mt. Hood National Forest Service. The main reason for the closure is to reduce garbage dumping and indiscriminate shooting in the Corbett watershed area. Certain groups are putting pressure on the Forest Service to permanently close the area to all motor vehicles. The temporary closure will remain until the Forest Service completes an environmental assessment in the late spring. Other access roads to the power line have also been closed to automobile entry by Longview Fiber Company.

WHAT CAN YOU DO TO KEEP LARCH MT. OPEN?

Call or write now - no time to wait. Your comments can be part of the environmental assessment:

Dick Hardman - Columbia Gorge Ranger District
31520 S.E. Woodward Road
Troutdale, OR 97030
695-2276

Remind them that:

- We don't dump trash or shoot guns.
- Larch Mt. is the only riding area near east Portland.
- We have funds for maintenance through the state ORV program.
- It is public land for public use.
- Mt. Hood National Forest has few, if any, official riding areas.

Come to the public meeting on March 18, 1992 (Call for location).

Call Steahly Offroad Products at 695-2417 if you would like to do more.

- Respect others when you ride:
- Have a quiet muffler.
- Stay off of road banks, tree plantings, and any sensitive, eroded or highly visible areas. (Weber Rd., near Sandy, was closed by Longview Fiber for this reason.)
- Be courteous to other users such as hikers, horses, etc.
- Shut off your engine when they pass by.
- Buy an Oregon ORV sticker (\$10.00 at DMV). The more ORV's registered the more money we get for trails & riding areas.

END

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LEGAL CORNER:

Spring Insurance Tune-Up

by Sam Hochberg

The riding season is just around the corner. Here is a short overview on Oregon Insurance requirements for motorcycles, and some advice on what insurance to buy, and what you may not need. Some of you may have heard part of this before, since I have talked to most chapters over the past few years. It won't hurt to hear it again, and it may save your rear end financially if you are in an accident. Here are the different types of insurance, what the law requires you to buy, and what you should buy:

LIABILITY: Also known as "BI" (bodily injury), your BI policy pays for someone else's bodily injuries, not yours, only if an accident is YOUR FAULT. Likewise, if you are hurt, the bad guy's BI policy pays you if it is his fault. This is for medical bills, pain and suffering, lost income, future losses, and other general damages. **Oregon requires:** "25-50"; that's \$25,000 coverage per each person's claim in each accident, and up to \$50,000 for all claimants combined for each accident. That's nothing. **WHAT TO BUY:** A good idea is to up it to at least "50-100", and preferably "100-300" or more. If you hurt someone else that badly on a bike, it is likely to be your passenger. You want that person to have some source of recovery if there's a serious injury. Whoever is hurt, you don't want their lawyer to come after you or your house or bike if your insurance limits are too low.

PROPERTY DAMAGE: (P/D) This is only liability PD; it pays for damage you do to someone else's vehicle or property. Oregon requires a minimum of \$10,000. Buying more doesn't hurt, since most new cars cost more than that these days. Note that this doesn't cover your own bike. That's under either collision, comprehensive, or UM/PD.

UNINSURED/UNDERINSURED MOTORIST(UM or UIM): This is **ABSOLUTELY THE MOST IMPORTANT COVERAGE** you need on a motorcycle. **BUY THE HIGHEST LIMITS YOU CAN**, since this covers YOU and YOUR PASSENGER for bodily injuries, including medical bills, pain and suffering, lost income, future losses, and other general damages. Coverage is only when it is SOMEONE ELSE'S FAULT, and that party either has no insurance, or not enough insurance to cover your damages. **Oregon requires:** "25-50", same as with BI. But that is a very puny \$25,000 per person. **WHAT TO BUY:** As much as you can. Not less than \$100,000 per person, more if you can find it. It is not that expensive; the extra coverage is probably much cheaper than collision coverage on the bike.

If you or your passenger are hurt because some jerk makes you go down or crashes into you, UM/UIM is "jerk insurance." It stands in the shoes of the jerk who hit you and who should have had insurance or more insurance. Ordinarily, you still need a lawyer to wring the fair value of the claim from your company, but at least there is a decent pool of money to get it from if you have good UM/UIM limits. A few broken bones can rack up very big medical bills that can eat up your settlement. Ask someone who's been down without enough insurance.

Underinsured Coverage (UIM), like the name implies, takes over where the jerk's policy leaves off, if his policy isn't big enough to handle the value of your claim. You automatically have as much UIM as you do UM in Oregon.

Note, by the way, that if you are the person injured, neither your UM/UIM nor the other guy's BI provide money to you right away. Ordinarily, a settlement is reached for the full amount only once you are medically stationary, and your doctors and lawyer have reached a point where the full extent of your damages can be assessed and predicted. Short term financial problems are likely if you are the one hurt and you don't have some medical coverage and some fallback savings. Often your lawyer can at least keep medical creditors at bay until settlement.

UNINSURED MOTORIST-PROPERTY DAMAGE (UM/PD): Recently made available in Oregon, but unlike ordinary UM and UIM, it's not required by Oregon law. It's usually fairly inexpensive, but if you already have collision coverage, it's not necessary. As the name implies, UM/PD covers damage to your bike and other personal property if it's the other driver's fault and that driver has no insurance. One small advantage: UM/PD might pay for your leathers and helmet damage, whereas collision ordinarily won't. Check your policy.

PERSONAL INJURY PROTECTION (PIP): This covers a limited amount of "reasonable and necessary" medical bills (usually up to \$10,000 for one year) and lost income (minimum coverage is 70% of your gross, up to \$1,250 a month) for you and your passenger only, REGARDLESS OF FAULT. Coverage is handled quickly, with bills ordinarily paid within a few weeks or months. **Oregon requires:** NOT REQUIRED for bikes, (but mandatory for all private cars and trucks); available from a few companies. **WHAT TO BUY:** Usually very expensive for bikes. A good service if you can afford it, but you can get by almost as well if you and your passenger have ordinary health insurance. You won't have lost income coverage, so you will have to recoup that money later from any settlement with the other party's BI policy, or with your own UM coverage.

COLLISION: Just covers your bike, ordinarily with a deductible, for damage resulting from a crash of any sort. Not required by Oregon law, but usually required by finance companies to protect their interest in your bike. No tricks here. It's not cheap, but the higher your deductible, the cheaper the premiums.

COMPREHENSIVE: Also just covers the bike, but for losses other than crashes, such as fire, theft, and vandalism. Not required by Oregon law, but usually cheap enough to make it worthwhile to add. A higher deductible also gets you cheaper premiums.

TOWING: Surprisingly, often very cheap to add to your policy, especially on autos. Not required by Oregon law. Check out for yourself the private towing policies available that are similar to a triple-A for bikes, such as MTS (Motorcycle Touring Service, pays full tow, some restrictions, about \$40 a year, 1-800-999-7064), BRO' (offered through Easyriders magazine), and other programs through HOG and other groups. Don't forget your free ABATE road list, and free AIM volunteers.

MAKING AN ACCIDENT CLAIM: The first and last rule: Don't talk to insurance people without first consulting a lawyer. Not about how it happened. Not about your injuries. Not kidding. You may be in the right, and end up getting your words twisted by a crafty adjuster. Or you may not feel very hurt right after an accident (but feel worse later) and end up minimizing your injuries on the phone. Just say no. This can make a huge difference in how much money you eventually get. ANY personal injury lawyer (and there are lots of 'em) should be willing to give you a free telephone consultation. More about this next time in another column I'll prepare on this subject.

PREMIUMS: When you talk over the rates for the different types of coverage for your bike, compare rates with other carriers. They can and do vary widely. Call some agents, including some independent brokers. A little shopping might save you big bucks.

QUESTIONS: If you have any questions about your insurance, or on any kind of accident claim, please feel free to call me at my office, at no charge for members of ABATE, AIM, the MRF, AMO, and BikePAC, or their families. I'm at 503-224-1106. If you're not in the Portland area, feel free to call collect.

CAVEAT: This stuff changes. To be certain about your coverage and what the law requires, check with your agent, or call

me for a free insurance review. The ABATE Newsletter recently ran an article by Bill Gannon called: Motorcycle Insurance - Do You Have Enough Coverage To Avoid Being a Burden on Society? It was condensed from a talk he gave at the last Meeting of the Minds conference. There was also an article in one of last year's AIM/NCOM Newsletters by California AIM attorney Sam Eagle. Both make some good points, but both are inaccurate as to Oregon Insurance law.

YOUR GROUP: If you'd like me to come speak to your club, chapter, or other motorcycle group about your insurance, what to do in case of accident, what to do if you're stopped by a cop, and other matters, please give me a call and we'll set up a time. I've talked to lots of groups around the state, and it's always very interesting and fun for me, and it's free. I do a question and answer session at the end; most people jump at the chance for free advice from a lawyer. Call me or my able legal assistant Vinita, at 224-1106. And, ride safe!

SAM HOCHBERG, AIM ATTORNEY

AND JUSTICE FOR ALL ...

The following letters come from Sam Hochberg on an issue mentioned in the Lane County Chapter Report this month. Sam thought it appropriate to pass this information on to everyone. This shows that the pen and a few phone calls can be mightier than the sword!

February 14, 1992

Mr. Harish Patel, General Manager
Pierpoint Inn, Best Western Motel, Florence, Oregon

Re: Rhododendron Festival, Motorcyclists Discrimination

Dear Mr. Patel:

This letter will confirm our recent telephone conversations. Evidently, one of your clerks was misinformed about your policy, and recently denied a reservation to a motorcyclist who wanted to reserve a room with her Visa during the Rhododendron Festival. You have advised that this was in error, and that your hotel will not discriminate against motorcyclists during this festival.

You said you were under the impression that there was an organized plan through the Chamber of Commerce to discourage motorcyclists from attending the Rhododendron Festival. I have talked with Ms. Becky Ruede, the Executive Director of the Florence Chamber of Commerce. She advises that this is not the case at all, and in fact, quite the opposite: Motorcyclists, she says, are very welcome in Florence for the Rhododendron Festival.

When you and I discussed the matter further, you indicated you thought perhaps it was just on another Motel's stationery wherein a letter directed to the Motel's own staff discussed the policy of discrimination against motorcyclists. By the end of our conversation, you had agreed that you would treat motorcyclists without discrimination, and will accept reservations during Rhododendron Festival, particularly if reservations are made with a major credit card.

I understand you had not been in Florence before for a Rhododendron Festival. I think you will be pleasantly surprised, and you will understand that motorcyclists are an integral part of this festival every year. I think you will also be pleased that the majority of motorcyclists behave as well as do the majority of non-motorcyclists. I am sure that the organized motorcyclists of the Lane County Chapter of ABATE of Oregon, Inc., will applaud your change of heart and willingness to forego discrimination against motorcyclists.

If I may be of further assistance or if you believe some portion of this letter is incorrect, please contact me.

Very truly yours, Samuel I. Hochberg, Attorney at Law

February 14, 1992

Becky Ruede, Executive Director
Florence Chamber of Commerce, Florence, Oregon

Re: Rhododendron Festival Biker Discrimination

Dear Becky:

This letter will follow up on our recent telephone calls. I want to thank you very much for your assistance in helping to persuade members of the business community that discrimination against motorcyclists, particularly during your Rhododendron Festival, is bad for business and bad for your image. In particular, I know that you discussed the matter with Mr. Patel, the general manager of the Pierpoint Inn Best Western. Evidently, he has had a change of heart and is allowing reservations for motorcyclists during the festival.

You also indicated that so far as you could tell, only one other motel in the area, The Riverhouse, continues to engage in discriminatory practices against motorcyclists during the Rhododendron Festival.

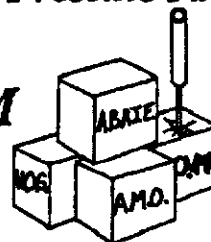
As you know, I represent many organized motorcyclists in the state of Oregon, and in particular on this matter was working with a member of the Lane County chapter of ABATE of Oregon, Inc. I have passed along to Ms. Ridge, and asked her to pass along to other motorcyclists your hearty welcome to all motorcyclists for the Rhododendron Festival. You have reassured me that there is no policy or formal opposition to motorcyclists from either the City of Florence or your Chamber of Commerce.

Thank you again for your assistance and support.

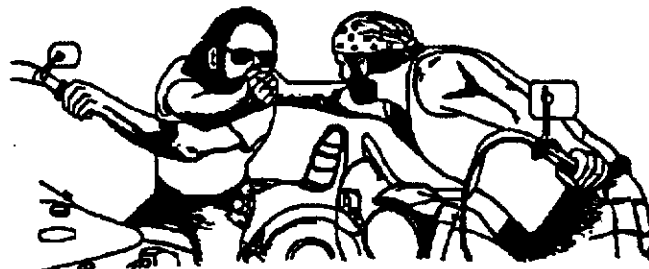
Very truly yours,
Samuel I. Hochberg, Attorney at Law

**Salem Chapter of A.B.A.T.E.
Presents The**

SALEM SPRING



ICE-BREAKER



Saturday March 21st

**11 a.m. to 4 p.m. at Minto-Brown Island Park
on So. River Road in Salem.**

**Come meet your Fellow riders from the other
Associations and Share a Pot-Luck Meal and Bike
Games for the Big Kids & Kids Games for Your Kids.
Everyone is invited to attend**

Fiction Rider
Late Again
by Pat Gleason

Jim was not in a very good mood, let's just say he was pissed. He was already two hours late to the theater. Damned if he knew why he let the ol' lady talk him into going to see "Cats." Just because it was in town? Of course he hadn't thought the bike would throw it's chain away at the right time, he laughed to himself. He tried to tell her that it wasn't his fault, and besides she could go on ahead, he'll meet her there.

He walked into the door at the theater, threw his ticket at the doorman and went inside. He walked up to the chair next to his ol' lady and sat down.

"What took you so long?" Jane asked in a loud whisper. "The show is almost over. You are late again. What am I going to do with you. If you keep this up, you'll be late for your own funeral."

"Hey, at least I'm here. You got to give me credit where credit's due. I didn't really want to be here, you know," Jim said back in an equally loud whisper.

"Well, there's about twenty minutes left in this program. Another one starts about a half an hour after that. I would like it if you would stay and watch it with me, Jimmy honey?"

Jane said thinking that at least she's got him here.

"Well, I suppose, as long as I'm already here. Is there a tavern nearby for the break?"

"I don't know, but hush know, we'll find out. I want to watch the end," Jane told him.

The show ended and they found a tavern around the corner and went in to have a couple brews. They left after they had a couple pitchers. Jim and Jane were feeling no pain. They walked back to the theater and went inside.

"Do you have your tickets?" the doorman asked Jim.

"Yeah, just a minute," Jim said as he started to go through his pockets, and finding his stub. Jane found hers and handed it to the doorman.

"Wait a minute. Your tickets are for the early show only. You have to buy the right ticket to get into the show here. Sorry about that folks, but that's the rule," the doorman told them.

"Where do I get a ticket for this show at this time?" Jim asked him.

"There is still a couple of seats left if you talk real sweet to the cashier at the front desk. She has almost always some tickets that somebody didn't pick up or pass out. She'll sell them to you," the doorman told them and pointed to the front reception desk.

Jim walked to the desk and started to talk to the girl that was seated there. "Have you got any tickets available for the show that is going on right now?" he asked as nicely as he could.

"What did you say! If you think that I could possibly have any tickets for the show that is on now, I'd sell them to you. Too bad though, you're too late. If you had gotten here not more than five minutes earlier you could've gotten them. If you are always like that, you know what they say, you'll be late for your own funeral," she told Jim as he got next to her desk.

Jim turned around and walked back to where Jane was standing. "There are no more tickets left for the show..."

"Don't tell me, you were too late. What the hell am I going to do with you? Oh well let's go home, I'm tired anyway. Where's the truck, or did you bring the bike?" Jane asked sarcastically.

"The truck broke too, so I took the taxi. We'll get another one in a second," Jim said to her as they went out the door.

Jim opened the door and the rain started to come down on them hard. They found out later that almost two inches fell in about a two minute time span. They had to stand outside the doors to the theater because the people wouldn't let them back in without a ticket. It took them almost thirty minutes before they were able to get a taxi. Jane was soaked to the skin and shivering as they rode home in the back seat of the taxi. Jim got out first when the cab got to the house. He went to the front door, turned off the alarm's, and unlocked the door. He went back out to the cabby to pay him, but Jane had already paid him.

"Late again," Jane said to him as he came towards him. That was all that she could think to say at that time. She stomped back into the house, and proceeded to get out of her wet clothes.

"I'm sorry, babe. You can't blame the rain on me. I have no control on that," Jim said to her as he came into their bedroom. "I'll pay you for the cab ride."

"That's okay, honey. I know that I can't blame you for the rain, but I can blame you for the situation that got us out into the rain in the first place. I swear, that bike is more precious to you than I am. I've been around a lot longer than that damn motorcycle! I want some of your time also!"

"Hey babe, mellow out. You'll get some of my time right now if you really want it! I don't have to work tonight, it's Saturday night still, let's have some fun."

"I don't want to do anything right now, I just want to go to bed and sleep. Leave me alone."

Jim turned around and left. He went out to the garage and went inside. There she was, all shiny and bright. He has a 1988 Harley-Davidson Heritage Softail Classic. She was painted pearl white, and the frame was powdered coated pearl black. The motor was completely chrome, except for the left side which was still greasy from throwing the chain earlier that night. Jim went over to the bike and finished putting her back together. He lovingly put the allen head screws, which hold on the primary cover, back into their holes so that he could go out for a ride.

He went back into the house. "Jane, I'm going for a ride, do you want to go also?" he said as he walked towards the bedroom. He heard the shower running and knew that she hadn't heard him. He walked to the bathroom and opened the door.

"I got the bike running and I'm going for a ride. Do you want to come along for the trip?"

"I'm in the shower now. I don't want to get dressed again and go out again. If you had come in two minutes earlier, you might have convinced me to get dressed again. Not now. I'm in for the night. Go on out and have a good time. Watch out for the fools, though. I don't want to have to come identify your ugly mug at the morgue, understand?" she said to him.

"I'll be okay. I'll see ya later. Keep the bed warm," he said as he left. He pulled on his leathers which were hanging up in the closet next to the garage door. He opened the door and went inside. He rolled the pearl white beauty to the door and outside. He closed the garage door and looked at his watch. There was two more hours until the bars closed, so he decided to go to the local hangout and talk to the boys.

Jim rolled up to the tavern where there are some twenty or so bikes parked out front, some Honda's, and Yamaha's but mostly Harley's. Jim backed his bike in place, locked the bike and went in.

He saw an old friend of his, Stan, and went over to talk to him.

"Hey, man. How's it goin'?" Jim said as he got over to where he was.

"Not bad, old man. How's it goin' with you? Where's the ol' lady, or are you single tonight?" Stan said as he shook Jim's hand.

"I'm flying solo tonight. Anything good to look at here?"

"If you had got here not more than a half hour ago, I had these two little college coeds that were looking for someone to give them a ride. They both wanted to go, but I was only one bike. I watched them ride away on the back of another couple of guys bikes. I guess that they weren't really my type of girl anyway."

"Oh well. There is still plenty of fish in the pool that want to spawn. Something always happens to those that wait," Jim said. He then turned to the bartender and ordered a beer.

Two hours passed and the next thing that Jim realized the bartender was making last call. Jim looked at his watch, not believing what the bartender was saying, but it was true. He decided that instead of ordering another, he would get some beer to go and head home. He invited Stan over, but he declined. Jim got his beer, said goodbye to Stan and left.

Jim got on his Heritage and fired her up. He rolled out of the parking lot still trying to figure out what all had happened during the last two hours. He couldn't believe that he didn't remember anything after he talked to Stan when he first walked in. Of course he was still feeling a little bit of the beer that he and Jane had earlier, and now he had more in him. He didn't worry about it and went into traffic. The bike was running perfectly and he headed out to the freeway. He went up the on-ramp and got into the flow. He shifted into fifth gear and rolled the throttle on. He looked down at the speedometer and noticed that it was reading 83 miles per hour, slightly over the national speed limit. He looked up in time to see a car parked at the side of the road, but he was too late to tell if it was a cop car or just a car on the side of the road.

"If it was a cop car, then he ought to be pulling out right about now. Sure enough, lights and all," Jim thought to himself. He pulled over to the far right lane and slowed down. The police car got closer and pulled in behind him.

"Pull to the side of the road," a voice said to Jim over the loudspeaker from the squad car. He did and they stopped on the side of the freeway.

"Keep your hands on the bars where we can see them," the voice said again. Jim sat and waited, while the police ran his license plate on their computer. The report came back with no wants or warrants and the cops got out of the car and came toward Jim.

"Good evening officer, did I do something bad?" Jim said trying to sound as innocent as he could, without laughing.

"I clocked you at an even 82 miles per hour as you rolled right by us. I think that was going over the speed limit by about 27 miles per hour. At \$10 per mile over 55, plus \$100 for breaking the limit in the first place, I'd say that yeah you did do something bad, almost \$400 worth of something bad. Can I see your drivers license, registration, and proof of insurance?"

"I have everything right here," Jim said handing him his wallet.

"Take it out of your wallet, sir," the cop told Jim. He took his wallet back, opened it up and a small white packet fell out onto the ground.

"Something fell on the ground there sir," the cop said as he shined his light on the ground. Jim reached down and threw the small packet in his pocket. The cop just shined the light on the ground. Jim reached in his wallet and pulled out the papers that the officer wanted, and handed them to him.

"Here is everything that you wanted, sir. I hope that it is all in order."

"Wait here, I'll be right back," the cop said as he walked back to the squad car. Jim sat on the bike and waited. He was getting quite nervous as it was taking a very long time for the officer to return. Then he came walking back to Jim.

To be continued next month ...



A.B.A.T.E. of Oregon's



**2nd
SPRING OPENER
Poker Chip Run**

DATE: March 21, 1992

TIME: Sign-in 9 a.m. to 11 a.m.

**PLACE: Foster Lunch Tavern
6439 S.E. Foster
Corner of 65th & Foster**

**Maps of Route
available at sign-in
Price: \$5.00 per Hand
X-tra Hand available**

**Ride your Bike,
bicycle, car, van,
skateboard, crutches,
truck, or anything
don't be left behind!**

Door Prizes

**Money to be won
1st Hand - \$50.00
2nd Hand - \$25.00
3rd Hand - \$10.00**

**Have A Blast!!!
The more, the merrier!
Breakfast available**



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ABATE OF OREGON'S MEMBERSHIP CLASSIFIEDS

NOTE: All ABATE of Oregon Members may run their ads FREE for 3 months. The Date in Parenthesis () is the last month it will run in the newsletter.

FOR SALE - '84 Sportster 1000. Runs great. \$2500. Call Paul at 648-0304.
(4-92)

FOR SALE - '66 International Travelall w/389 Pontiac Engine, high comp. heads, 4-spd. hydromatic, good work truck, good body, \$350 OBO or sell engine. Larry, 735-0265
(4-92)

Next time you have something to sell advertise it with us!

FOR SALE - '70 Toyota Corona, new tires, carburetor, shocks, needs transmission work. \$200 OBO - Larry, 735-0265
(4-92)

FOR SALE - 1 pr. brand new, never been worn, sz. X-Large Chaps, \$75. 1 pr. used sz. medium Chaps, good shape, \$25.00. Call Bob or Terri at 286-3139.
(5-92)

FOR SALE - 1942 H-D Trike. Runs good, \$2750 OBO. 1968 Triumph 250cc, all stock \$500 OBO. 1968 Bultaco 250cc Madador, 800 miles, like new, \$500 OBO. Hodaka, 2 complete and many parts. Gary, 8-4 days, Mon.-Fri., 352-7123
(5-92)

FOR SALE - 1977 XLCH - Lots of chrome, rebuilt motor, trans top shape, \$2795.00. 1983 XLX, rebuilt motor, trans to 1100cc, top shape, \$2995.00. Call 286-9373
(4-92)

FOR SALE - 1979 Yamaha 1100, Shaft drive, also headlight assembly, gauge group, ignition switch assembly, #1 plug wire, side covers, Rt. rear directional light, shop manual. Call Marshall Dana at 474-7028.
(5-92)

Call Donna at 256-2713 to place your classified with us today!

Classifieds that work for you.

HELP WANTED

Positions Sought:

Plumbers, Carpenters, Surveyors, Construction Workers, Masons, Concrete Workers, Laborers.

Work Conditions:

Wilderness like, Lakeside Island, serene mountains. **Contact:** Douglas County A.B.A.T.E.

Jim Mason 672-8695

Ed Halkyard 673-6120

(Indefinitely)

FOR SALE - '67 Chevy 1/2 T Pickup. New T350 Automatic, tires and wheels, motor/body needs work. Call Pat at 775-4593 after 5pm. \$1,000 OBO.

(5-92)

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SELL
TRADE**

Your Motorcycle Accident Lawyer

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Attorney at Law

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- NO RECOVERY = NO FEE
- EXPERIENCED LAWYER & MOTORCYCLIST
- MY GOAL - YOUR PROMPT CASH SETTLEMENT
- ALSO AUTO, TRUCK AND OTHER INJURY ACCIDENTS



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1992 A.B.A.T.E. OF OREGON, INC. RUN CALENDAR

RUN DATE	EVENT & CHAPTER(s)	CONTACT NAME & NUMBER	
March 21	State Poker Chip Run State Run	Angie Jensen	285-4329
March 21	Ice Breaker Salem Chapter	Dave Beck	581-3138
March 28	S.E. Anniversary Party S.E. Portland Chapter	Edd Dahl	771-0188
May 3	Bike Show Salem Chapter	Chet Fisher	393-5226
May 23-25	Fossil State Run	Roger Hendricks	285-4329
May 30	Summerfest Lane County Chapter	Archie	484-6418 or 345-7724
June 6-7	Memorial Run Salem	Lee	588-2290
June 18-21	Spring Opener ABATE of Washington		
June 20-21	Iron Horse Rodeo Lane County Chapter	Archie	484-6418 or 345-7724
June 27-28	Run To The Sun Columbia River Chapter	Angie Jensen	285-4329
July 18-19	Beaver Creek Run Lincoln County	Vicki or Gary	563-3520
July 24	S.O.S. Run Jackson & Josephine Counties	Jackson - Ron Kyler Jo. Co. - Benita Coleman	476-2049 779-2910
August 1-2	Fox Creek Run Salem Chapter	Crickette	362-1891
August 15-16	Summer Run N.E. & S.E. Portland Chapters	Gordon Marty	249-8548 835-9863
August 29-30	Windy Creek Run Douglas County	Tim Maley	673-2807
September 5-7	Labor Day Run Lane County Chapter	Archie	484-6418 or 345-7724
September 19-21	Last Chance Run Josephine County	Ron Kyler	476-2049
September 26-27	End Of Summer Run North Coast, Washington Co. & Yamhill County Chapters	Kraig Captain Debbie	876-5135 648-9311 738-7156
November 21	Toy Run Washington County	Captain Dave Gary	648-9311 648-4103 288-1346
December 5	Anniversary Party Salem Chapter	Mel Yeager	363-1697
December 5	Shriner's Toy Run Portland ABATE Chapters	Sarge	639-0873
December 19	"The Girl Scout Tree Of Giving" Toy Run and "Santa's Run" Yamhill County	Kraig Dave Jim	876-5135 876-6962 876-2900
December 20	Toy Run Salem Chapter	Julie	371-8219



A.B.A.T.E. of Oregon

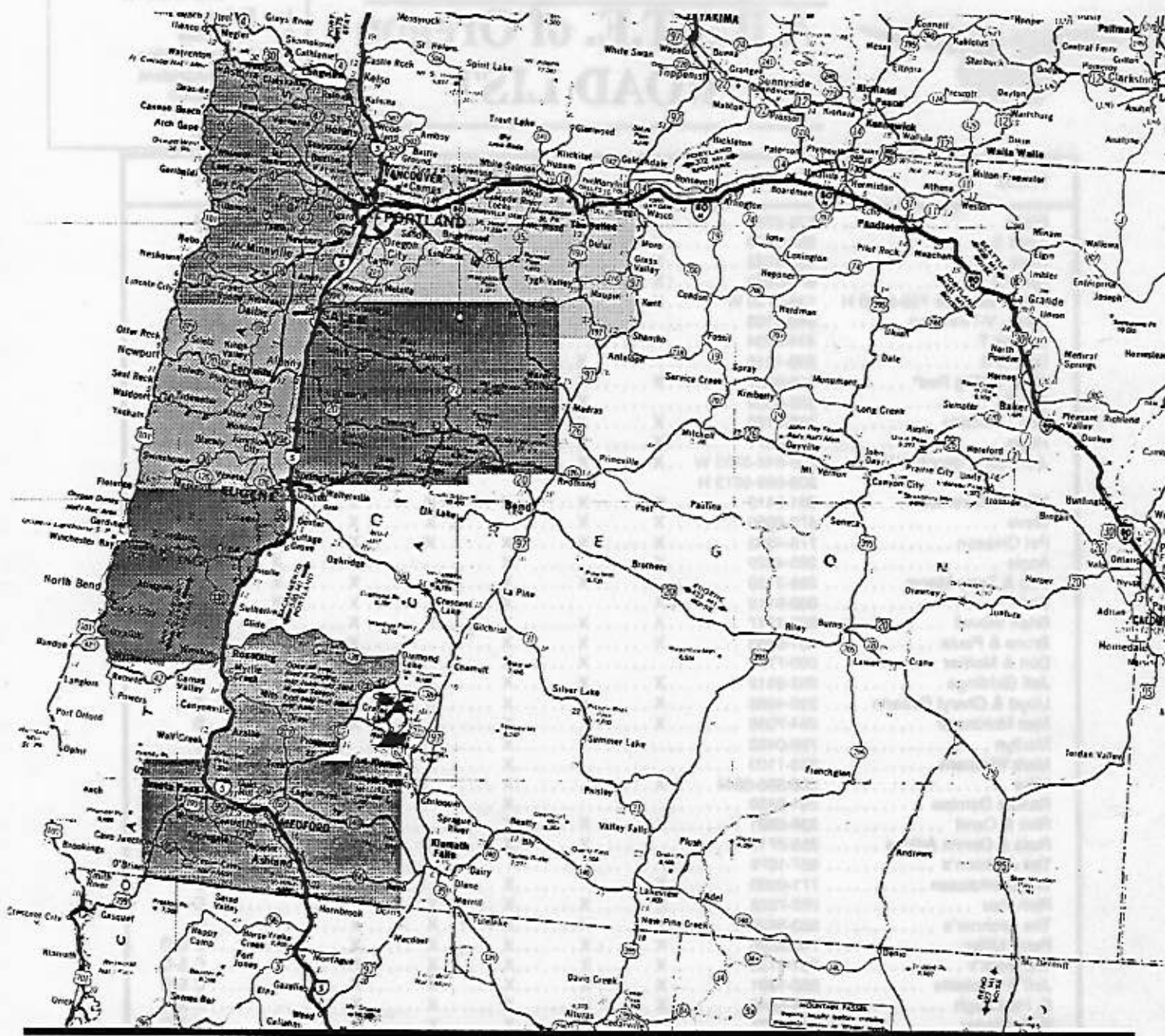
ROAD LIST

LEGEND

- 1 Pickup
- 2 Tools/Gas
- 3 Garage/Shelter
- 4 Photo-Accident
- 5 Information
- 6 Meal
- 7 Location

NAME	PHONE	1	2	3	4	5	6	7
Bill O.	538-2539		X	X	X			A
Boyd S.	864-3530	X	X		X	X		A
Dave	835-8232	X	X		X			A
Dave H.	876-6962	X	X			X		A
Dave - Seaside 738-8850 H	738-0723 W	X	X	X	X	X	X	A
Dave - V-Twin Eng.	648-4103		X	X	X	X		A
Debbie T.	434-5234					X		A
Dennis J.	538-1315		X		X	X		A
"Doc" & "Big Red"	645-6687	X	X	X	X	X		A
Don S.	538-6309		X			X		A
Don - Seaside	738-7156	X	X	X	X	X	X	A
Huge	645-8371	X	X	X	X	X		A
J.J. - Long Beach, WA	206-642-3733 W	X	X	X	X	X	X	A
	206-665-6513 H							
Mike - Warrenton	861-3419	X	X	X	X	X	X	A
Steve	472-8885	X	X		X	X		A
Pat Gleason	775-4593	X	X	X	X	X		A & B
Angie	285-4329	X		X		X	X	B
Bob & Terry Moore	286-3139		X	X		X	X	B
Bork	669-9112	X		X		X	X	B
Brian Stovall	298-1317	X	X	X	X	X		B
Bruce & Paula	661-3653	X	X	X		X		B
Don & Mother	255-7793		X	X		X		B
Jeff Giddings	252-9512	X	X	X	X	X		B
Lloyd & Cheryl Roberts	298-4985	X	X	X	X	X		B
Mac McKinster	284-7035	X		X		X	X	B
Marilyn	788-0492			X				B
Mark Wellbarn	283-1103			X		X		B
Mike	206-896-0844	X		X		X	X	B
Randle Dornico	281-0439			X		X	X	B
Rick & Carol	238-5921	X	X	X				B
Russ & Donna Adkins	256-2713		X	X	X	X		B
The Jackson's	667-1078					X		B
W. Kuhnhausen	771-0590	X		X				B
Rich Rau	265-7628	X	X	X	X	X		C
The Lechner's	563-3520	X	X	X	X	X		C
Perry Miller	749-2695	X	X	X	X	X		C & D
The Beck's	581-3138	X	X	X	X	X		C & D
Jeff & Crickette	362-1891	X	X	X	X	X		C & D
B. Harbaugh	823-4848	X	X	X	X	X		C & D
Walt Allegar	363-4727	X	X	X	X	X		C & D
Nic & Alice	769-3368	X	X	X	X	X		C & D
Mel	967-7330	X	X	X		X		C & D
Jinx Magby	267-0172	X	X	X	X	X	X	D
Alan & Elaine	664-1026	X	X	X		X		E
Allen & Joy	672-5415	X	X	X	X	X		E
S. Bukovac	582-2315	X	X					E
Renee	826-9075					X		E
The Bennett's	773-6631	X	X	X		X		E
Chris Wehren	776-9824	X	X			X		E
Mike & Donna	826-5219					X		E
Jerry Morgan	474-7278		X					E
Connie Bounds	855-7585	X	X					E
Superior Cycle	474-6843	X	X	X				E
Frank Newlin	474-0933	X	X	X				E
Allen & Joy	672-1415	X	X	X	X	X		E
Fast Eddy	673-6120	X	X	X	X	X		E
Mike & Bev	459-4732	X	X	X	X	X		E
Marcie	459-2365	X	X	X		X		E
Don & Becky	679-7729	X	X	X	X	X		E
Tim & Cindy Maley	673-2807	X	X	X	X	X		E
Terri	862-2575	X	X	X	X	X		E
Tony & Vikki	759-4961	X	X	X	X	X		F

(Map on reverse side)



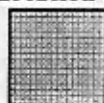
Location A



Location B



Location C



Location D



Location E



Location F



Anyone wanting to make changes to this list, update information, delete your name or add your name please contact:
Donna Adkins, Newsletter Editor, P.O. Box 4504, Portland, OR 97208
or call 256-2713



A.B.A.T.E. of Oregon ROAD LIST

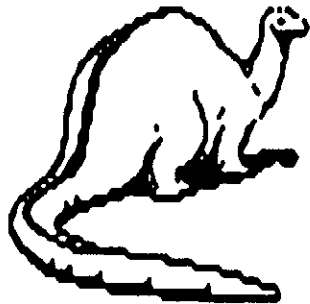
List and corresponding
legend on
reverse side.

Join A.B.A.T.E. of Oregon for the
15th Annual

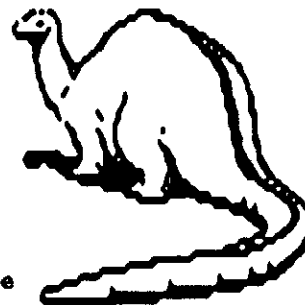
FOSSIL RUN '92

MAY 23, 24 & 25

at Bear Hollow Campground



)) Live Music))
Come boogie with
some of the finest))
Rock-N-Roll bands
)) in the Northwest!
))



Trophy for the largest group of
participating from an out of state
MRO

Trophy for the largest
participating ABATE Chapter and
M/C Organization

Trophy for M/C Rider riding the
longest distance to Fossil

Advance Member - \$10.00
Advance Non-Member - \$15.00

Member at Gate - \$15.00
Non-Member at Gate - \$20.00

Under 14 - FREE
(Non-Members get \$5.00 discount
toward ABATE membership)

Camping included

PARK RULES

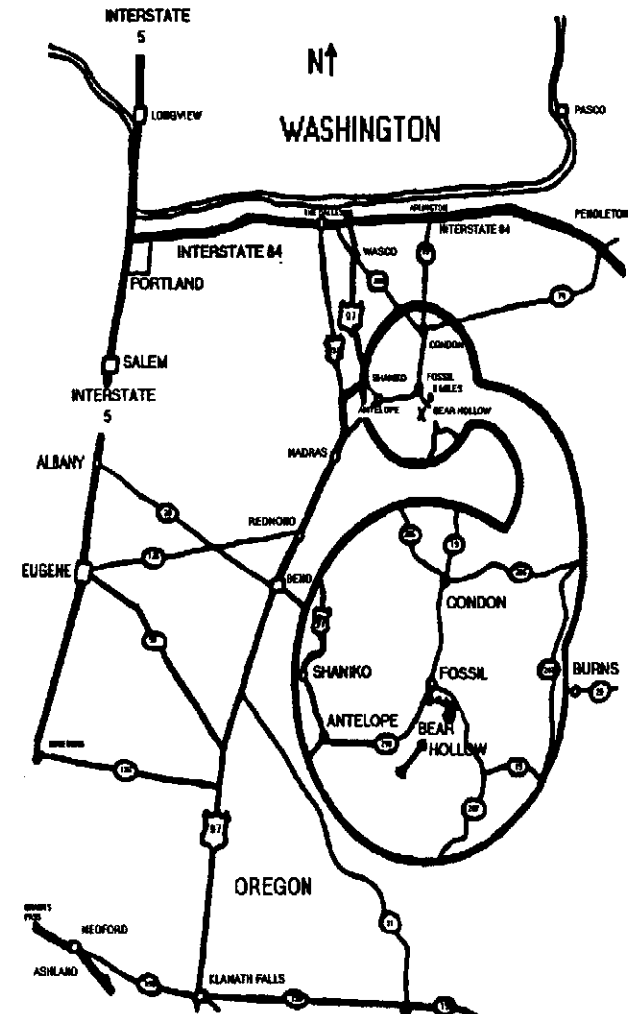
No Firearms
No Fireworks
No dogs allowed
No off-road bike riding on trails
Parents are responsible for children at all times!
Gates close at 10pm
No Hassles
Anyone not following these rules will be escorted from the Fossil
Run without refund



BEAR HOLLOW CAMPGROUND

GATES CLOSE AT 10:00PM!

PARK RULES:
NO Firearms
NO Fireworks
NO Dogs allowed
NO Off-Road bike riding
on trails



Halfway between Fossil and Shelton Wayside

35

Door Prizes
Concessions
Poker Run
Year Bars
Games
Food Concessions

ADVANCE TICKETS

A.B.A.T.E. of OREGON, INC.
FOSSIL COORDINATOR
PO Box 4504
Portland, OR 97208
Money orders only



Beverages will be sold at
Fossil

For information call 285-4329



Map on reverse side

LETTERS NEED TO BE WRITTEN NOW!!!!

• Call or write NOW •

Sample letter to use as a format for writing a letter to the legislative bodies on various House and Senate bills coming up
WRITE THOSE LETTERS!

U.S. Senate
(Street Address)
Washington, D.C. 20510

Dear Senator or Representative:

As a hard working taxpaying Oregonian I am very concerned about a bill that Senator _____ of _____ is planning to introduce regarding the blackmailing of states to enforce mandated helmet laws for motorcyclists as well as mandated seat belt laws for all.

If enacted this bill would withhold Federal Highway Funds from states that did not comply. This type of legislation was defeated in the late 70's and should be done so again. I urge you to do everything in your power to defeat this type of legislation. Also, I would very much like to hear your position on this issue.

We as Oregonians have prided ourselves in taking care of our own citizens and abiding by the will of the people on such issues. We do not want to lose another freedom of choice and this type of legislation would do exactly that.

Thank you for your efforts in Washington, D.C.

Sincerely,

Sign your name
Print your name
Print your address
Print city, state and zip code

U.S. SENATORS (Oregon)

U.S. Senator Mark O. Hatfield
711 Hart Building
Washington, D.C. 20510
202-224-3753

U.S. Senator Bob Packwood
259 Russell Building
Washington, D.C. 20510
202-224-5244

U.S. REPRESENTATIVES (Oregon)

District 1 (North Coast)
Congressman Les AuCoin
2159 Rayburn House Office Building
Washington, D.C. 20515
202-225-0855 or 800-422-4003

District 2 (Eastern and Southern Ore.)
Congressman Bob Smith
118 Cannon Office Building
Washington, D.C. 20515
202-225-6730 or 800-533-3303

District 3 (Greater Portland Area)

Congressman Ron Wyden
2452 Rayburn House Office Building
Washington, D.C. 20515
202-225-4811 or 503-231-2300

(District 4 - South Coast, Southern Willamette Valley, Southern Oregon)
Congressman Peter DeFazio
1233 Longworth House Office Building
Washington, D.C. 20515
202-225-6416

District 5 (Northern Willamette Valley)

Congressman Mike Kopetski
1520 Longworth House Office Building
Washington, D.C. 20515

202-225-5711

The following is a list of Washington Representatives for the Vancouver, Washington, metro area. This list is for our members who reside in Washington. We might not necessarily cover your area but hope we have.

U.S. SENATORS

Slade Gorton
730 Hart Senate Office Building
Washington, D.C. 20510
(202) 224-3441 or
(800) 282-8095

Brock Adams
513 Hart Senate Office Building
Washington, D.C. 20510
(202) 224-2621

U.S. REPRESENTATIVES

3rd District

Jolene Unsoeld
1508 Longworth House Office Building
Washington, D.C. 20515
(202) 225-3536

4th District

Sid Morrison
1434 Longworth House Office Building
Washington, D.C. 20515
(202) 225-5816

LEGISLATURE

17th District

Senator Dean Sutherland
405 John A. Cherberg Building
Olympia, WA 98504
(206) 786-7632

49th District

Senator Al Bauer
401-C Legislative Building
Olympia, WA 98504
(206) 786-7696

Representative Kim Peery
431 John L. O'Brien Building
Olympia, WA 98504
(206) 786-7994

Representative Joe King
3rd Floor, Legislative Building
Olympia, WA 98504
(206) 786-7999

Representative Holly Myers
427 John L. O'Brien Building
Olympia, WA 98504
(206) 786-7976

Representative Val Ogden
House of Representatives
Olympia, WA 98504
(206) ?

18th District

Representative David Cooper
428 John L. O'Brien Building
Olympia, WA 98504
(206) 786-7812

Senator Linda Smith
106-B Institutions Building
Olympia, WA 98504
(206) 786-7634

Representative Betty Sue Morris
438 John L. O'Brien Building
Olympia, WA 98504
(206) 786-7850

CLARK CO. COMMISSIONERS

John Magnano
1013 Franklin Street
Vancouver, WA 98660
(206) 699-2232

Dave Sturdevant, Chairman
1013 Franklin Street
Vancouver, WA 98660
(206) 699-2232

Busse Nutley
1013 Franklin Street

A.B.A.T.E. of Oregon, Inc. MEMBERSHIP APPLICATION

NEW _____ IF NEW RECEIVED PATCH _____ RENEWAL _____ IF RENEWAL, MEMBERSHIP NUMBER _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP _____

PHONE _____ CHAPTER _____

ADDITIONAL MEMBERS IN SAME HOUSEHOLD (USE ADDITIONAL FORM IF NECESSARY)

NAME _____ NAME _____

NAME _____ NAME _____

\$20 FULL MEMBERSHIP _____ \$25 COUPLE MEMBERSHIP _____ \$30 FAMILY MEMBERSHIP _____

TOTAL AMOUNT ENCLOSED _____ TOTAL NUMBER OF MEMBERS _____ DATE PAID _____

*Do you have one printer for your
letterhead and envelopes?*



*Another for your 2 and 3 color
flyers and brochures?*

*And yet another for your
copy work?*

Let us simplify your printing and copying needs . . .

COME TO ACTION PRINTERS

We Do:

- Photocopying • Self Service/Full Service • Multi-Page Reports •
- Manuals • Computer Printouts • Catalogs • Brochures •
- Flyers • Letterheads • Envelopes • Post Cards •
- Business Cards • NCR Forms • and much, much more!

We Offer:

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- One or Multi-Color Offset Printing • Complete Bindery Department •
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printing problems!**



ACTION PRINTERS, Inc.

3747 N.E. Sandy Blvd • Portland, OR 97205
267-8321 / FAX 262-2880

1222 S.W. Morrison • Portland, OR 97205
222-4613 / FAX 222-4607

CHANGE OF ADDRESS?

If you or someone you know has moved and
you haven't received your newsletter since,
DON'T BLAME US! Just fill out this form and
return it to:

**A.B.A.T.E. of OREGON, INC.
P.O. Box 4504
Portland, OR 97208**

NAME _____

NEW ADDRESS _____

CITY _____ STATE _____ ZIP _____

MEMBERSHIP NUMBER _____

SIGNATURE _____

A.B.A.T.E. of Oregon, Inc.
P.O. Box 4504
Portland, OR 97208

ADDRESS CORRECTION REQUESTED

BULK RATE
U.S. POSTAGE
PAID
PORTLAND, OREGON
PERMIT No. 638

APR 11 1987
DRAKE SLAIF
5410 SE FOWK RD
MT. HOOD, OR 97132

**Spring is here. The runs and events are coming.
Renew your membership with A.B.A.T.E. of Oregon,
So you know when and where!**

Chapter Meeting — Where & When

1st SUNDAY	LANE COUNTY	12:00 Noon, Abby's Pizza, 1976 Echo Hollow Road, Eugene.
1st & 3rd SUNDAY	JACKSON COUNTY	11 am, Angelo's Pizza, Phoenix, Oregon. Call Frank at 535-6537 or Chris at 776-9824.
	NORTH COAST ABATE	12:00 Noon, The Bayside Gardens, Nehalem.
	RIVERGATE	1:00 pm, St. John's Pietro's, 3011 N. Lombard, Portland.
	S.E. PORTLAND	12:00 Noon, The Pizza Baron, S.E. 122nd & Division, Portland
2nd SUNDAY	SOUTH COAST	11 am, Gino's Pizza, 1324 Virginia Street, North Bend.
	YAMHILL COUNTY	3 pm, Cheese's Pizza, Lafayette
2nd & 4th SUNDAY	COLUMBIA RIVER	12:00 Noon, Cactus Club & Diner, 8131 N. Denver, Portland.
3rd SUNDAY	DOUGLAS COUNTY	11 am, Round Table Pizza, Roseburg Valley Mall, Roseburg.
	JOSEPHINE COUNTY	11 am, Fatte's Pizza, 7th & Hillcrest.
2nd & 4th MONDAYS	SALEM	7 pm, Casey's Pizza, 4500 S. Commercial. Call Dave at 581-3138 or Jeff at 362-1891 for info.
2nd & 4th TUESDAYS	WASHINGTON COUNTY	8 pm, Little Italy Pizza, Cornelius.
1st & 3rd WEDNESDAYS	N.E. PORTLAND	7:30 pm, Round Table Pizza, 4141 N.E. 122nd, Portland.
1st & 3rd FRIDAYS	LINCOLN COUNTY	7:30 pm, Moby Dick's Restaurant, Newport.
1st SATURDAY	JOSEPHINE COUNTY	6 pm, Fatte's Pizza, 7th & Hillcrest.